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American Railroad Journal.

New York, Saturday, August 3, 1867.

National Railroad Convention.

The following is a copy of the Constitution of the "National Railway Association of the United States," which was adopted at the Convention of the Presidents, General Superintendents and Chief Engineers of the different Railroad Companies in the United States, held at the Logan House, in Altoona, Penn., on the 18th ult.

CONSTITUTION OF THE NATIONAL RAILWAY ASSOCIATION OF THE UNITED STATES.

WHEREAS, An association of the railway companies of the United States, thus securing a periodical conference of their officers, and their harmonious co-operation for obtaining useful information at the common expense for the common benefit may be made beneficial to those companies, and better enable them to serve the public; now, therefore, such of the said companies as shall subscribe hereto, hereby agree to become members of such an association, to be called "The National Railway Association," and adopt the following constitution:

Article 1. The said companies shall be represented in a National Railway Convention, which shall first meet on the first Thursday in October,

1867, in the city of New York, and annually thereafter on the first Thursday in August, at New York, or such other time and place as the said convention shall from time to time agree upon. Each company may be represented by not exceeding three delegates, who should, if practicable, but not necessarily, be officers of the company?

Each delegate shall produce credentials signed by some proper officer of his company. Each member of the Association shall have, for any number of miles owned or operated by it over twenty and not exceeding one hundred and fifty, one vote; over one hundred and fifty not exceeding two hundred and fifty, two votes; over two hundred and fifty and not exceeding three hundred and fifty, three votes; over three hundred and fifty and not exceeding four hundred and fifty, four votes; over four hundred and fifty, four votes. A majority of delegates of any company will cast its vote. The same person may represent and vote in behalf of more than one company. Special meetings of the Convention may be called by the Executive Committee, but shall transact only the business mentioned in the call. Leased roads may be represented by the lessee, or by the leaser, with consent of the lessee.

Article 2. The officers of the Association shall be a president, five vice-presidents, a secretary and treasurer, all elected; and their salaries fixed by the Convention at its annual meeting. The President, the first Vice-President, and the Secretary shall compose the Executive Committee. No two of the Vice-Presidents shall represent companies in the same State. The Executive Committee shall meet quarterly, at such time and place as the Convention may from time to time direct, under the authority and direction of the Convention, and shall employ such agents and experts, and use such means of obtaining information, and make such experiments, and collect such plans, reports, &c., as the means at their disposal permit, and as will be of the most practical benefit to the constituted companies, they will report annually to the Congress the results of their deliberations, as well as all other matters in their charge. The Secretary will have charge of a central office, where the archives and effects of the Association will be kept. Such reports, plans, &c., as they may have shall always be open for the information of the companies composing the Association. The Executive Committee shall appoint one of its members as Auditor, and all moneys received or paid on account of the Association shall be on certificates signed by him. An Auditing Committee of the Executive Committee shall examine and report on the accounts quarterly, and an Auditing Committee of the Convention annually. The Executive Committee may fill vacancy of any office, or in their own

body, until the next meeting of the Convention. In case of failure of the Convention to elect at their annual meeting, officers shall hold over.

Article 3. The money necessary to pay the salaries and other expenses of the Association shall be raised as follows: One half of the amount by an assessment of the mileage of railways, without regard to single or double tracks, represented by the several companies forming the Association, not to exceed one dollar per mile per annum; the other half by an assessment *pro rata* on the gross receipts during the previous fiscal year for traffic on said railway, but not including other receipts of the companies, such as for land sales, rents, steamboat earnings, storage, drayage and the like.

Article 4. The object of the Association is the improvement of railway construction, maintenance, management; and no action shall be taken to isolate the railway interest, or place it in antagonism with other interests; and no political, sectional, or other proposition shall be admitted or countenanced, tending to impair the harmony of the Association or its good understanding with any portion of the public; and no interference shall be allowed with the controversies that may arise between the companies represented.

Article 5. The Convention may elect by ballot, railway, canal or mechanical engineers, retired railway officers and men of mechanical science, to be associated members of the Convention, having no vote, and liable for no dues, but invited to take part in the deliberations.

Article 6. Any company may retire from the Association on one year's notice, and payment of all dues.

Article 7. No indebtedness shall at any time be incurred exceeding the amount then unappropriated in the treasury.

Article 8. Any alteration or amendment of this constitution may be recommended by a majority of the votes of all the members of the Association at an annual meeting, and adopted, without change, by a like majority at the next annual meeting, or at a special meeting called for the purpose, with three months' notice. The corporation, whose names are hereunto subscribed, hereby agree to become members of the National Railway Association under the foregoing constitution, and promise to make the contributions provided for therein, and they hereby vest the moneys so to be contributed, and all the property and effects of the Association in the President thereof, for the time being, to be held by him in his own name, but in trust, nevertheless, for the uses and purposes of the said Association. No subscription hereto shall be made, till subscriptions representing at least ten thousand miles of railway, shall be made.

Sandusky, Mansfield & Newark Railroad.

The earnings and expenses of this road for the years ending December 31, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers.....	\$207,540 79	\$187,242 19
" freight	188,203 15	207,202 36
" mails, express, etc.	26,172 88	26,009 00
	\$421,916 82	\$420,453 55
Expenses:		
Repairs of engines.....	\$34,040 92	\$24,769 74
cars.....	36,312 85	26,827 78
track.....	83,484 45	88,887 51
Train expenses.....	46,411 89	46,329 43
Station	29,158 97	39,269 75
Shop	5,992 90	5,705 44
Fuel	34,555 11	34,529 45
Oil and waste	6,522 86	6,941 21
Salaries, etc.....	29,114 56	20,392 82
	\$305,594 51	\$293,653 13
Less extraordinary ex- penditures.....	49,810 98	42,200 00
	\$255,783 53	\$251,453 13
Net earnings.....	\$166,133 29	\$169,000 42

Compared with 1865, the gross earnings of 1866 show a decrease of \$1,463 27; with a decrease in operating expense of \$4,330 40—making the increase in net earnings \$2,867 13. The entire expenditures show a decrease of \$11,941 38. The report says:

About the 20th of September last, commenced the great freshets that inundated the south part of our line. The floods continued for nearly three weeks, carrying away one of our principal bridges twice, and materially damaging the third time.

Other damages to the road bed, embankments and track, also occurred. Our Superintendent estimates the damage to the company, including that caused by the interruption to our business, at not less than \$40,000. Our gross earnings, no doubt would have exceeded those of last year by more than \$10,000, had it not been that these interruptions prevented. The above item of \$13,000 was expended in increasing the width of the water-way, in embankments, and in part for bridging. Our expenses for December were increased to nearly the amount of the earnings for the month, instead of leaving a net of some \$10,000.

In addition to the above items of extraordinary expenditure charged and included in the statement of monthly expenses there appears on our books, charges for money paid for taxes, for short grain account, for money paid on settlement of the Huron Branch suit and the purchase of the stock of the plaintiff to the amount of \$47,000, and for old Attorneys fees, which it was supposed had been mostly settled, amounting altogether to \$41,845 13.

Of the \$84,955 29 balance of net, the sum of \$53,918 56 was applied to pay coupons on the funded bonds during the year. \$17,500 has been remitted to pay the balance of coupons falling due January 1st, 1867, leaving \$13,536 73 to be applied to ticket balances, taxes and the repair of damages.

Of the gross earnings, sixty per cent. was applied to operative expenses. The per cent. of taxes on the gross is 6.70.

The miles run by the passenger trains were 143,497; that of the freight 97,288. The per centage of net earnings on the gross freight earnings, was 41.33. That on passenger was 38.68.

The passenger earnings for the year fell off \$20,298 60. That of the freight has increased \$18,999 21.

The freight earnings have been equal to \$1,336 90 on each freight car employed in the transportation department and the net amount on each was \$552 40.

We could have given employment to fifty or

more cars the most of the time during the past season, in addition to those now possessed by the company. But for our deficiency in freight cars, and the interruption from floods, we should have largely increased our freight earnings for the year.

Our road, originally built with a view to transporting grain to the lake, and provided with store houses and elevators to accommodate that business, has derived no benefit in its earnings from that source, and the past season has afforded additional evidence of the necessity of the change of gauge and the wisdom of that measure. It has entailed upon us a heavy outlay in rebuilding locomotives and in providing other equipment equal to our increasing wants, and these are still pressing upon us; yet the road is gradually emerging from the difficulties with which it was beset, and the prospects for its future business and income is increasing.

It will be observed that while our actual running expenses have been kept within reasonable limits, the taxes, and other expenses that could not be avoided, have been so large that less than one-half of our net earnings over running expenses, could be applied to pay interest. The bonded debt of the company, originally \$1,290,000 has been increased by the accumulation of interest, until it now amounts to about \$2,100,000, and there is little prospect that the net earnings between this and the first of July will be sufficient to pay the interest then to fall due.

It was at the earnest request of some of our largest bondholders, that the management refrained from making any outlay in building freight cars the past season, and it was expected that a part of the net earnings might be reserved towards paying the next July interest. Such would have been the case to a limited extent but for the damage by the freshets.

We are still without freight cars adequate to do our business, and though we do not anticipate so large an expenditure for extraordinary expenses for the year 1867, as for last year, unless the cars are built, we must nevertheless meet such calls upon the company, as taxes and the necessary expenditure to keep our road bed in good condition, and these last will be larger this year than in 1866.

We have added \$26,000 in value to our locomotives and passenger cars during the past year.

Were a full equipment to be supplied from other sources than the earnings of the road, and the running expenses could be kept within the limits of the past year, it would still require some ten per cent. upon the gross earnings to pay taxes and other expenses, and the residue, thirty per cent. would only yield \$135,000 to apply towards paying interest, even if the earnings were increased to \$450,000.

The majority of the stock is controlled by the bondholders, and whatever net earnings accrue are appropriated to pay interest on the bonds. There being a deficiency of net earnings to pay all the interest, it will remain for the bondholders themselves to say how the net earnings shall be applied in the future, to make it equitable to all the holders of bonds.

The receipts into the Treasury from all sources during the year, including \$8,970 23 from previous year, were \$533,846 81; and the disbursements were:

Paid ticket, freight and mileage bal- ances to other roads	\$75,395 91
Foreign agencies	3,278 06
Taxes, U. S. State and county	27,116 61
Short grain (old account).....	5,981 80
Coupon interest here and in N. Y.	66,230 14
Huron Branch suit.....	7,234 27
Expenses, Att'y fees and bills payable	335,073 29
Balance in Treasury Dec. 31, 1866. ...	13,536 73

Total, as above.....\$533,846 81

There were 4,460 new cross ties, 900 tons repaired T rails, 18 tons wrought iron chairs and 12 tons spikes used in improving and maintaining the

track during the year; 7,160 rails were mended in the company's shops, at a cost of 75 cents per rail. There will be required to keep the track in good running order the coming year, about 35,000 ties, 15,000 chairs, 400 tons new T rail and 18 tons T rail spike; 235 feet of new Howe Truss, and 380 feet of Stringer Bridging should be built during the year. At least 30 box grain and 30 coal and 10 platform cars should be added to the equipment.

The company have 9 locomotives on the road. The cars owned by the company January 1, 1866, are as follows: 9 passenger, 3 mail and express, 3 baggage, 107 box, 3 caboose, 20 stock, 25 coal, 17 platform, 22 hand and 20 ditching cars. Of the above 1 passenger, 1 baggage, 3 stock, 3 box and 10 coal cars have been built during the past year. Nine hand and 3 ditching cars have been added to the track equipment.

The number of passengers carried during the year, was 182,612, of which 5,005 were through, and 177,607 were way. Miles run by locomotive, 240,785.

CONDENSED BALANCE SHEET, DEC. 31st, 1866.

Capital stock	\$900,235 70
First mortgage bonds	1,290,000 00
Funded bonds.....	750,000 00
Domestic bonds—unpaid	1,600 00
Due other roads.....	9,866 51
December pay roll, unpaid.....	15,104 80
Individual accounts.....	3,251 75
	\$2,970,058 76
Railroad and equipment.....	\$2,863,435 21
Balance in hands of agents.....	8,119 68
United States for transporting mails	2,900 03
Fund to pay funded coupons.....	17,684 46
Individual accounts.....	6,107 46
Materials on hand	58,275 19
Cash in Treasury.....	13,536 73
	\$2,970,058 76

President.—C. L. BOALT.

Directors.—Hon. C. L. Boalt, John Gardiner, Hon. E. B. Sadler, H. P. Warden, Geo. B. Wright, Samuel M. Robinson, L. J. Tracy, James Lyon, and J. Buckingham.

Superintendent.—JAS. H. STEWARD.

Treasurer.—L. P. WHELOCK.

Secretary.—J. BUCKINGHAM.

Washington County Railroad.

This important work, in which our people have so deep an interest, is rapidly approaching completion. Already at the Weverton end of the road has the laying of the track been commenced, and the completion of the road by the middle of September to Keedysville at least has been pledged to the commissioners of the Antietam National Cemetery, who are making extensive arrangements for the ceremony of dedication on the 17th of that month, it being the anniversary of the battle. Workmen are now busily engaged in grading the track adjacent to the town and the grounds intended for the depot in this place. The grading and bridges once completed, the laying of the track will be the work of but a few weeks at most.—Hagerstown Free Press.

Baltimore and Potomac Railroad.

The Washington Star says that a change has been made in the route heretofore surveyed for the Baltimore and Potomac railroad, which is more of an air-line, and is located in some places four miles west of the old route, and the distance by it to Baltimore will be about 36 miles. It runs along the bank of Stony Creek—a branch flowing into the Patapsco, running about three miles east of Elkridge Landing, thence down the

stream on which Pumphrey's Mill is situated, crossing the Annapolis railroad between Sappington's and Phelps' instead of near Millersville, passing near Conway's store, and along Collington branch to within a mile of that place, thence to the headwaters of Beaver Dam creek, passing down that creek and approaching the city on the east side of the Eastern Branch. It is said that the depot will be established on H street, near Delaware avenue, but this is not certain. It is almost certain, however, that a site for a station has been selected between Washington and Bladensburg.

Connecticut and Passumpsic Rivers R. R.
The receipts and expenses of this road for the years ending May 31, 1866 and 1867 have been as follows:

Receipts:	1866.	1867.
From passengers.....	\$174,501 44	\$175,952 27
" freight.....	290,742 28	301,533 76
" mails.....	10,600 00	10,600 00
" express.....	3,500 00	4,200 00
" rents.....	1,251 62	1,419 88
	\$480,577 34	\$493,705 86
Expenses, viz:		
Maintenance of road...	\$76,690 70	\$88,724 48
Motive power.....	110,327 93	79,791 52
Fuel.....	32,921 26	38,498 01
Oil and waste.....	5,627 80	6,497 68
Passenger department.	13,061 73	14,823 43
Freight.....	22,038 09	24,737 02
Loss and damage.....	3,928 93	2,974 11
Repairs of buildings...	8,726 97	5,622 98
Insurance.....	2,279 82	1,605 17
Tools and machinery...		27,395 38
Miscellaneous expenses	28,980 86	18,383 52
	\$304,584 09	\$309,053 30
Net balance.....	\$175,993 25	\$184,652 56

The gross earnings of 1867 show an increase over those in 1866, of \$13,128 52; with an increase in expenses of \$4,469 21—making the increase in net earning, \$8,659 31. The report says:

It will be recollected that the stockholders at the annual meeting in July last voted to create 4,000 shares of preferred stock and offer the same to the stockholders at \$75 per share, for the purpose of completing the road to Canada line, &c.; and that afterwards it was ascertained that the statutes of Vermont forbid the issuing of any stock at less than the par value; consequently, a special meeting was called at White River Junction, Vt., on the 7th of November, 1866, to devise other means for completing the road, &c. At that meeting the stockholders voted to raise \$200,000 by the issue of notes of the corporation for that amount, payable in ten years from the 1st day of December, 1866, with coupons attached bearing seven per cent. interest free from government tax, which was accordingly done.

It will be seen, on reference to the Treasurer's trial balance, that the bonded debt of the company has been reduced the past year \$31,900, leaving now outstanding, \$573,800.

Two dividends of three per cent. each have been declared during the year, amounting to \$115,080—including government tax (\$5,754)—also \$64,000 paid for interest on bonds and to Trustees of Sinking Fund, and \$2,672 70 for interest on notes.

It affords the directors much pleasure to be able to inform the stockholders that the road is now completed to Canada line, and that the business received from the northern portion justifies the corporation in making the extra exertions necessary to complete the enterprise as originally intended. We now have a road 110 miles long, well equipped and in good repair, running through a country whose local business, judging from the past three years, must make the stock remunerative.

Efforts are now being made to raise money to build the Massawippi Railroad, some thirty miles long, from the northern terminus of our road to some point on the Grand Trunk near Lenoxville. That connection would add materially to our business, by reaching the valleys of the Saint Francis and Massawippi Rivers, celebrated for their rich gold, silver and copper mines, timbered lands and agricultural products, making a good connection with Montreal, Quebec, and the projected road to Halifax.

On the extension to the Canada Line, 517 tons rails, 14,000 sleepers have been laid; depot, engine house, car house and wood shed built, and trains commenced running May 1st.

The track, road-bed and rolling stock are in excellent condition, additional equipment being increased in value \$52,160.

Timber and woodlands to the amount of \$4,000 have been purchased during the year.

There have been added to the equipment during the year one freight locomotive, 6 box, 16 rack cattle, 3 hand and 2 wood cars. Two locomotives, 2 passenger 10 box and 3 platform cars have been thoroughly repaired. Two locomotives, 3 platform, 5 box and 3 hand cars have been rebuilt, and new buildings erected at Lynden, Bradford and Wells River. In repairs of track, 448 tons new and re-rolled iron, 5,941 repaired rails, and 43,161 sleepers have been laid.

The equipment of the road consists of: 11 locomotives, 10 passenger, 6 baggage, mail and express, 123 box, 55 rack, 13 coal, 80 platform, 10 gravel, 28 hand, 12 wood and 1 drovers' saloon car, valued at \$257,125. Value of materials on hand, \$100,639 68.

Miles run by locomotives with passenger trains, 78,492; with freight trains, 71,432; with other trains, 21,566—total miles run, 171,490.

Passengers carried, 109,364; do., carried one mile, 3,486,989. Tons of freight carried 75,856; do., carried one mile, 3,823,306.

TRIAL BALANCE, JULY 18, 1867.

Construction.....	\$2,889,663 17
Additional equipment.....	104,775 00
New shops.....	69,557 59
Wood lots.....	7,691 14
Supt., including stock and materials on hand, also sundry unsettled accounts.....	88,049 55
Notes receivable.....	980 00
Finance committee.....	4,495 89
Team account.....	893 00
Agent for collections.....	324 89
Cash.....	5,320 32
Excise tax.....	60 45
	\$3,171,811 00
Preferred stock.....	\$1,822,100 00
Old stock.....	139,000 00
Special stock.....	700 00
Bonded debt.....	573,800 00
Lynden lands.....	705 00
Notes payable.....	299,170 13
Trustees of sinking fund.....	64,000 00
Reserve.....	24,000 00
Partial pay'ts on acc't subscription.	6,357 23
Extension.....	212,465 21
Earnings.....	182 37
Coupons uncalled for.....	1,601 50
Contingent.....	24,852 56
U. S. government.....	2,877 00
	\$3,171,811 00

President.—HENRY KEYES.

Superintendent.—A. H. PERRY.

Treasurer.—N. P. LOVERING.

Secretary.—ELIJAH CLEVELAND.

Vermont and Massachusetts Railroad.

The gross earnings of this road for the six months ending June 1, 1867, were...\$213,405 59
Corresponding six months, 1866..... 195,141 88

Gross grain in six months, 1867.\$18,263 71

The gross earnings of the first and last six months of 1866 compare as follows:

Gross earnings for six months to Dec.
1, 1866.....\$243,823 39
Same for six months to June 1, 1866. 195,141 88

Gross increase second six months of
1866.....\$45,681 51

The directors have decided to defer the subject of a dividend to the end of the year, using the net earnings of the first six months for expenditures and improvements, in order to keep ahead of the demands of constantly increasing business, and in anticipating ordinary expenses of the coming six months of the year. During the first six months of the year to June 1, 1867, one new engine has been purchased and another built in the shop, and all paid for as running expenses, and a very large amount of new and re-rolled iron has been put down. The iron and locomotive account last year was believed to be above the average required to keep up the road. The comparison stands as follows:

Locomotive account for whole year
1866, repairs, &c.....\$15,819 17
Renewals of iron for whole year 1866. 27,575 33
\$43,394 50

Locomotive account, repairs, &c., for
six months to June 1, 1867.....\$33,472 78
Renewals of iron for same six months. 55,090 40

Whole amount for six months to June
1, 1867.....\$88,563 18
Whole amount for year 1866..... 43,394 50

Excess in six months of 1867 over
whole year 1866.....\$45,168 68

Petroleum as a Fuel for Locomotives.

The use of petroleum as fuel for locomotives has already been the subject of considerable remarks. The Titusville Herald thus describes the fourth of a series of experiments made at the shops of the Warren and Franklin Railroad at Irvineton:

The apparatus used was Spencer's burner. It is described as consisting of a pan covering the bottom of the fire-box in the locomotive, and taking the place of grates. On the pan are placed heaters or gas-generators, six in number, consisting of inclined plates of cast iron, supported at an angle of forty-five degrees; opposite to each heater is an injector conveying the oil to the heater, where it is instantly converted into gases, oxygen being only furnished to the gases in their nascent state for combustion. The oil is contained in a tank on the tender, from which it is conveyed by feed pipes to the injectors, each pair of injectors being controlled by a throttle by means of which the fire is regulated as readily as the light of a lamp. The locomotive used weighed thirty-one tons, and was of one hundred and fifty horse power. No cars were attached. Under eighty-five pounds of steam the locomotive passed over four miles of track in less than eleven minutes. All in the party agree that oil may supersede wood and coal in railroad use.

Ground has been broken on the Lebanon Springs Railroad, and by June of next year it will be completed. The Troy and Bennington road from Hoosick Junction to the Vermont line, on which no trains have been run for several months has been permanently abandoned.

Des Moines Valley Railroad.

While at Des Moines a few days since we were informed by Colonel Otley, Chief Engineer of the Des Moines Valley Railroad, that he had sent to Chicago for tents, etc., preparatory to making a survey of the road from Des Moines to Minnesota. It is proposed to run one line from the capital up through Greene county to Fort Dodge, and another on the east side of the river through Boonesboro. The people of Boonesboro have offered the company \$100,000 to take the road through that place, and they can well afford to do it, as it would be the making of Boonesboro—the Valley Road and Northwestern Road crossing there. When completed to St. Paul, the Des Moines Valley Railroad will be one of the most important roads in the West. It will cross all the other roads in the State, and bring an excellent market to the very doors of the people all along the line. —Pella, Iowa, Blade.

Schuylkill and Susquehanna Railroad.

This road is 54 miles in length, extending from Auburn to Rockville. Length of sidings 7 miles. Weight of rail per yard 45, 60 and 64 lbs. Number of engine houses and shops, 4. The company have 7 locomotives, 3 baggage, mail and express cars, 42 freight, and 22 coal cars, all rated as 8-wheel. Number of iron bridges 2, wooden bridges 6, and stone bridges 2. Number of stations on main road, 3. Wood and water stations, 10. The track is laid on graded surface, partly ballasted with broken stone. Number of through passengers on main road, 485; do., all classes carried in cars, 68,433. Total amount of tonnage, 298,069. Weight of passenger engines, 21 tons; do., freight engines, 41 tons.

The receipts from operations of this road for the fiscal years ending October 31, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers.....	\$23,282 63	\$27,865 12
" merchandise	39,536 89	48,671 70
" coal.....	49,657 10	58,680 15
" mails.....	2,950 00	2,950 00
" miscellaneous....	6,144 02	7,730 63

Expenses, viz:

	1865.	1866.
Maintaining the road..	\$90,125 06	\$83,020 56
Repairs of engines....	12,368 23	15,088 60
" cars	5,911 09	6,136 16
" tools	1,831 31	2,972 85
Incidental expenses...	3,407 84	4,470 44
Office expenses.....	535 32	787 96
Agents and clerks....	3,800 27	5,739 63
Labor, handling freight.	1,000 14	1,671 30
Porters, watchmen and switch tenders.....	412 45	617 12
Conductors, etc.....	7,202 42	7,308 76
Engineers and firemen.	7,656 67	8,378 87
Fuel and preparing....	15,394 18	12,392 64
Oil and waste.....	1,370 72	1,272 91
Use of freight cars....	6,669 14	7,356 90
General superintend'ce.	1,500 00	1,500 00
Contingencies.....	218 77	1,584 72

	\$158,903 61	\$160,249 42
Difference.....	\$37,332 97	\$14,351 92

SUMMARY OF PAYMENTS.

	1865.	1866.
For maintaining and operating the road..	\$159,903 01	\$160,249 42
Interest	5,820 00	5,820 00
Miscellaneous	2,054 04	2,730 59
State tax on capital stock and tonnage, and U. S. tax.....	3,941 95	5,331 63

Totals.....\$170,719 00 \$174,131 64

COST OF ROAD AND EQUIPMENT.

	1865.	1866.
Total cost.....	\$1,808,686 15	\$1,808,686 15

STOCK AND DEBTS.

	1865.	1866.
Capital stock	\$1,269,150 00	\$1,269,150 00
Funded debt.....	97,000 00	97,000 00
Floating debt.....	133,536 19	170,722 42

Totals.....\$1,499,686 19 \$1,536,872 42

The capital stock authorized by law is \$1,600,000. Par value of each share, \$50. The rate of interest per annum on funded debt is 6 per cent. No dividends have been declared.

	1865.	1866.
Miles run by passenger trains....	22,233	58,803
" freight ".....	58,938	42,926
" coal ".....	38,120	34,043

Totals.....119,291 135,772

President.—CHARLES E. SMITH, Philadelphia.
Directors.—H. Pratt McKean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Ashurst and Stephen Colwell.

Secretary.—W. H. WEBB, Philadelphia.
Treasurer.—S. BRADFORD, Philadelphia.
Gen'l Sup't.—G. A. NICOLÉ, Reading, Pa.
Superintendent.—U. R. TRACY, Pinegrove.

Scinde, Punjab and Delhi (India) Railway.

The annual meeting of this company was held in London on the 25th of June. The report of the directors states that during the half year ending 31st December, 1866, the traffic, notwithstanding the serious interruption caused by the unusually heavy rains which fell in the month of August last, contrasted favorably with that of the corresponding period of the previous year. The total traffic receipts on the line from 13th May, 1861, to 31st December, 1866, amounted for passengers, &c., to 74,594, and for goods to 386,651, total, 461,245. The working expenses amounted to 402,357, or 87.23 per cent. of the receipts, leaving the net revenue for the five years and a half 58,888, or 12.77 per cent. of the gross receipts. The traffic returns for the year 1866, amounted to 100,348, against 82,818, in the year 1865, showing an increase of 17,530. The working expenditure amounted to 83,268, or 82.98 per cent., against 78,425, or 94.70 per cent., in the same half year of 1865, showing an increase of 4,843. The result was regarded as satisfactory, when it was considered that the traffic was almost entirely suspended from 5th August to 13th September last, nearly six weeks. During the half year ending 31st December last, the gross receipts amounted to 46,470, and for the same half of 1865, to 43,456, showing an increase of 3,014, the weekly average being 1,787, against 1,671, in the same half of 1865. The traffic receipts for the past half year averaged 16.7s. 11d. per mile per week, and the receipts per train mile were 8s. 6½d., the number of train miles run having been 108,566. Since the commencement of the present year a great improvement had taken place in the traffic. The receipts for the quarter ending 31st March, amounted to 34,184, or an average of 2,629, per week. The total goods arriving in and forwarded from Kurrachee by the railway during the past half year amounted to 64,998 tons, the down traffic being 38,113 tons and the up traffic 26,885 tons. The number of passengers carried was 70,171, against 52,613 in the corresponding half of 1865. The working expenses amounted to 40,127, against 39,462, in the corresponding half of the preceding year; the net revenue amounted to 6,343, against 3,994, in the cor-

responding half of 1865. The capital account showed that 1,810,037, had been expended. The company's steam flotilla on the Indus during the past half year maintained its accustomed regularity; there had been thirty-four voyages in all made by the vessels of the flotilla. The total receipts of the steam flotilla for the past four years and eight months amounted to 36,398, for passengers, and to 289,280, for goods, &c.; total, 325,678. The working expenses amounted to 239,218, or 73.45 per cent. of the receipts, leaving the net revenue 86,460, or 26.55 per cent. on the gross receipts. The net revenue was subject to a deduction of 17 per cent. per annum on the estimated cost of the working fleet for insurance and depreciation. The expenditure of the steam flotilla on capital account amounted to 568,016.

Punjab.—The directors state that the receipts on this railway for the half year ending December 31 last, amounted to 41,433, or 3,828, in excess of the amount realised in the same half of the previous year. The average weekly receipts were 1,594, being 6l. 5s. 11d. per mile. The gross receipts per train mile were 4s. 1d., and the trains ran in the half year 202,521 miles. The aggregate traffic receipts from 10th April, 1862, to 31st December, 1866, amounted on an average length of railway open of 118 miles, to 92,374, for passengers and to 98,236, for goods; together 190,610. The gross receipts during the year 1866, amounted to 31,443, for passengers, and to 62,654, for goods; together 94,097. It was evident that until the great trunk line from Kotree to Mooltan, along the valley of the Indus, was completed, the advantages afforded by the railway, as compared with the means of transit afforded by river, must be greatly restricted. The total expenditure on capital account amounted to 2,362,043, and the amount received for interest on paid-up capital was 524,808.

Delhi (Umritsur to Delhi).—The directors announce that the first section of the railway from Ghazeeabad, the point of junction with the East India, opposite Delhi, to Meerut, a distance of about 28 miles, was opened for public traffic on 18th April. The country traversed by this section was in a high state of cultivation, and formed one of the richest and most populous districts in India. The Meerut section was being worked by two trains each way daily; the passage of the trains between Ghazeeabad Junction and the station within the city of Delhi, a distance of 11 miles, was performed by the engines of the East India. The progress of the works generally throughout the line continued satisfactory. The Meerut and Moozuffurnuggur and the Moozuffurnuggur and Seharunpore sections, the former 31 miles and the latter 37 miles in length, are not in so forward a state as might have been anticipated; but, on the other hand, the progress made with the section from Seharunpore to Umballa was very satisfactory—so much so that it was expected that the line from Delhi as far as Umballa, a distance of 162 miles, would be ready for traffic about this time next year. At the Umritsur extremity of the railway the works had been pushed forward as rapidly as the arrival of materials would permit. By the end of January the permanent way had been laid for about 12½ miles, and it was believed that the section from Umritsur to the Beas, 27 miles in length, would be ready for traffic in July. The traffic upon this section would not become greatly developed until the completion of the large bridges along the line, and the establishment of through communication with Delhi; but there were numerous large villages along the banks of the River Beas, from which a considerable traffic might be expected to come to the railway in native boats. The contractors, Messrs. Brassey, Wythes and Henfrey, were prosecuting the works of the several large bridges with commendable energy. The financial statement shows that from the commencement 1,669,199, had been expended in India to 30th September, and in England to 31st Decem-

ber, leaving a small balance of 3,000. The total amount received for interest was 206,622.

Lackawanna and Bloomsburg Railroad.

This road is 80 miles in length, extending from Scranton to Northumberland. It has no double track, but has a third rail of 21 miles. Length of sidings $13\frac{1}{2}$ miles. Gauge of road, both 6 feet and 4 feet $8\frac{1}{2}$ inches. The weight of rail per yard is 56 to 70 lbs. Length of Branch roads owned by the company 1, viz.: Pittston Branch, 2 miles. Number of engine houses and shops, 9. The company have 21 locomotives, 6 first-class passenger cars, 3 baggage, mail and express, 75 freight and 1,200 coal cars. Number of stone bridges, 3. Number of stations on main road 28. Number of road and water stations on main road. The track is laid on gravel foundation and cross-ties. Number of through passengers, 4,127; do., all classes, 263,018. Total amount of tonnage for the year 646,929.

The receipts from operations of this road for the fiscal years ending October 31, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers.....	\$167,782 23	\$154,219 21
" freight	455,031 35	653,496 63
" mails.....	6,007 03	5,994 90
" miscellaneous ...	4,194 73	5,167 06
	\$633,015 34	\$818,877 80

Expenses, viz:

Maintenance of way and buildings	\$197,824 26	\$176,782 56
Taxes	2,893 18	2,806 06
Repairs of engines	60,329 03	53,492 23
" cars	89,382 90	89,471 57
" tools, etc....	15,285 45	.....
Office expenses.....	4,191 04	4,496 71
Agents and clerks, etc.	23,665 34	23,711 64
Porters, watchmen and switch tenders.....	3,505 40	2,606 31
Conductors, etc.	30,807 34	32,629 69
Engineers and firemen.	34,688 97	35,914 45
Fuel and preparing ...	50,794 55	46,837 91
Oil and waste	15,248 84	16,981 42
Loss and damage.....	9,266 33	5,159 87
Use of freight cars.....	14,135 09	21,318 50
General superint'dence.	7,716 68	8,333 32
Contingencies	13,080 20	13,125 77
	\$572,814 60	\$533,868 01

Earnings less exp.	\$60,200 74	\$285,009 79
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SUMMARY OF PAYMENTS.

	1865.	1866.
For construction and equipment	\$150,517 78	\$35,818 36
Maintaining and operating the road.....	572,814 60	533,868 01
Interest.....	159,490 66	176,062 23
Miscellaneous .....	.....	73,218 32
State tax on capital stock and tonnage ..	9,413 46	7,070 84
United State tax	16,990 27	17,760 04
Totals.....	\$909,226 77	\$843,797 80

COST OF ROAD AND EQUIPMENT.

	1865.	1866.
Construction	\$3,735,612 94	\$3,789,831 08
Equipment.....	40,714 24	22,314 96
Totals.....	\$3,776,327 18	\$3,812,146 04

STOCK AND DEBTS.

	1865.	1866.
Capital stock.....	\$1,335,000 00	\$1,335,000 00
Funded debt.....	2,276,725 00	2,401,645 00
Floating debt	121,408 73	68,880 00
Totals.....	\$3,733,133 73	\$3,805,525 00

The amount of capital stock authorized by law

is \$1,900,000, in shares of \$50 each. The rate of interest per annum on funded debt (except \$200,000, 10 per cent.) is 7 per cent. No dividends have been declared.

	1865.	1866.
Miles run by passenger trains..	104,834	126,435
" freight "	68,203	70,240
" coal "	261,422	298,075

Totals.....434,459 494,750

President.—JAS. ARCHIBALD, Scranton, Pa.

Directors.—Moses Taylor, John J. Blair, John Brisbin, James Blair, Jos. H. Scranton, J. J. Albright, A. H. Reynolds, Samuel Hoyt, Thos. F. Atherton, John C. Phelps, Payne Pettebone and D. G. Driesbach.

Treasurer.—JOHN P. LESLEY, Kingston, Pa.

Superintendent.—H. A. FONDA, Kingston, Pa.

Norfolk and Great Western Railroad.

The inhabitants of the counties through which this projected road will pass are beginning to take a very active interest in its success. They have been lavished in their contributions of land, and are gradually becoming convinced of the propriety of the reduction of their large landed estates into smaller and more compact farms. The projected railroad is the great topic of discussion, many believing that without its agency the untold resources of these Virginia counties can never be developed, or that importance and value given to many species of property which are now worthless without it. A meeting of the citizens of Mecklenburg County was recently held at Boydton, at which the following resolutions were adopted:

Whereas, A charter has been granted by the Legislature of Virginia to construct a railroad, via Danville, to Bristol, with the privilege of receiving subscriptions, payable in land, to the extent of two million acres; and whereas, there were in 1860 in the border counties of Virginia and North Carolina, between tide water and Bristol, more than four million acres of unimproved land; and whereas, we believe there can be neither pleasure nor profit in cultivating farms upon an extensive scale; and whereas, we deem it highly important to subdivide these large estates into small farms with the view of attracting emigration; therefore,

1. Resolved, That we cordially approve of the scheme of the Norfolk and Great Western Railroad, and believe the true interest of the country requires that it should be constructed as speedily as possible, and that we pledge ourselves to aid in its construction to the full extent of our ability.

2. Resolved, That we fully approve of the plan of raising means for the construction of the road by receiving subscriptions payable in land, and believe if the landed proprietors, on the land of the road, would subscribe enough to construct it, the portion returned would be more valuable to them than the whole without the road.

3. Resolved, That so soon as the company shall receive a subscription sufficient to justify it in doing so, the lands should be cut up into small farms and offered for sale upon reasonable terms, so as to induce as large an emigration as possible.

The passenger and freight trains of the Baltimore and Ohio and Marietta and Cincinnati Railroads now cross the Ohio River between Parkersburg and Belfre. A steamer is used to tow the barge on which the trains run from the tracks of these roads.

HENRY H. BAXTER, Esq., of Rutland, Vt., has been elected President of the New York Central Railroad Company, Vice Henry Keep, Esq., resigned.

La Crosse and Winona Railroad.

The contract for the construction of this road has been let to Messrs. Daniel L. Wells & Co., of Milwaukee—the road to be ready for the cars by the 15th of December next. In anticipation of this event, the Milwaukee Wisconsin, of recent date, said:

We learn from competent and reliable authority that the managers and owners of the Winona and St. Peter Railway have decided to commence the construction of the link between Winona and La Crosse at once.

This is an important work and much needed by Minnesota. Milwaukee is very much interested, also, in its early completion. Whether completed as a part of the Milwaukee and St. Paul Railway, or a part of the Winona and St. Peter, our interest in its success is the same, and its importance to the general public is not diminished.

If all or even a part can be completed by the close of river navigation the travelling and shipping public will feel under many obligations to the managers. Whether this can be accomplished under the arrangements made for construction we are not informed, but presume it will be attempted.

The crop of Minnesota bids fair to be very large, and it is important that as much of it be moved this winter as possible. The Prairie du Chien and St. Paul companies will be able to move as much as 250,000 bushels of grain a day. This will give an outlet for all that can be brought to the river even by increased facilities of shipment from Minnesota.

Commerce of the United States.

The imports into the United States, according to the Report of the Director of the Bureau of Statistics, for the first five months of the year, (January to May inclusive,) were \$170,643,241; and the exports during the same time were \$204,548,662—equivalent in gold at 136, to \$150,403,428. To which add gold and silver \$23,267,050, and foreign merchandise, \$10,421,896—making the total exports reduced to gold value, \$148,092,974. From which it will be seen that the exports, reduced to gold value, exceed the imports by \$13,444,133.

The value of foreign commodities remaining in warehouse, April 30, 1867, was \$36,828,127; warehoused during May, \$16,425,822—total, \$53,253,949. Of this there was withdrawn for consumption, \$12,590,000; do., for exportation, \$1,260,679; do., transportation, \$983,266—total, \$14,833,945, leaving in warehouse, May 31, 1867, \$38,420,004, an amount greater by \$1,591,877 than at the close of the preceding month; and from the stagnation of trade in June, the amount was probably still greater at the close of that month.

The Sturgis (Mich.) Journal says that twenty miles of the Grand Rapids and Indiana Railroad, north of Grand Rapids, is let, to be completed by the 1st of November. The rails for this twenty miles are purchased, and will be laid down before next January, so as to comply with the law. That portion of the road between Fort Wayne and the southern line of the State is let to be completed next season.

An extra force of laborers has lately been put at work upon the Western Maryland road, and the work is going on finely. It is thought that the road will be in such condition as to allow the passage of cars over it as far as Ridgely, Caroline, in about fifteen days.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,604,145	-----	-----	Hartford and New Haven...100	3,000,000	J.A.J.&O	Jul. '67 3	Portl. Saco & Portsmouth...100	1,500,000	J. & D.	Jun. '67 3
Allegheny Valley...50	1,458,400	-----	-----	Hannibal and St. Joseph...100	\$1,900,000	-----	-----	Providence & Worcester...100	1,800,000	J. & J.	Jul. '67 4
Alton and St. Louis...100	125,000	J.A.J.&O	Jul. '67 14	Do. do. pref.100	6,253,830	-----	-----	Reading and Columbia...50	865,018	-----	-----
Atlanta and West Point...100	1,232,200	-----	-----	Hanover Branch...50	116,850	M. & N.	My '67 5	Rensselaer and Saratoga...100	\$500,000	-----	-----
Atlantic & N. Carolina...100	5,545,225	-----	-----	Houston...100	820,000	-----	-----	Richmond and Danville...100	2,000,000	A. & O.	Apr. '67 2
Atlantic & Gt. Western...50	11,522,150	-----	-----	Do. pref.100	1,180,000	M. & N.	My '67 4	Richmond and Petersburg...100	847,000	-----	-----
Do. pref.50	1,919,000	-----	-----	Hudson River...100	9,967,971	A. & O.	Apr. '67 4	Rich. Fred. and Potomac...100	1,041,800	-----	-----
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jul. '67 2	Hazleton...50	1,615,000	F. & A.	Aug. '67 3	Rockport...100	85,400	J. & D.	Jun. '67 4
Augusta and Savannah...100	735,700	J. & J.	Jul. '67 34	Huntingdon & B'd Top...50	494,350	-----	-----	Rome, Watert. and O'g'n...100	2,385,500	J. & J.	Jul. '67 5
Baltimore and Ohio...100	16,161,962	A. & O.	Apr. '67 4	Do. pref.50	190,750	J. & J.	Jan. '67 2	Rutland and Burlington...100	2,735,376	-----	-----
Do. Washington Br...100	2,650,000	A. & O.	Apr. '67 6	Illinois Central...100	23,286,450	F. & A.	Aug. '67 5	St. L., Alt. and T. Haute...100	2,800,000	-----	-----
Baltimore City Passenger...100	670,000	F. & A.	Aug. '67 8	Indianapolis & Cincinnati...100	1,889,900	M. & N.	Mar. '67 4	Do. pref.100	1,700,000	Annual	Mar. '67 7
Baltimore and Chesapeake...100	110,000	A. & O.	Apr. '67 4	Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Jan. '67 1	St. L., Jack'nv. and Chic'o...100	1,469,420	-----	-----
Bellefontaine line...100	4,420,000	F. & A.	Feb. '67 3	Joliet and Chicago...100	1,500,000	J.A.J.&O	Jul. '67 14	St. Paul and Pacific...100	2,089,000	-----	-----
Belvidere Delaware...100	997,112	-----	-----	Joliet & North. Indiana...100	300,000	J. & J.	Jul. '67 4	Sandusky and Cincinnati...100	395,073	M. & N.	My '67 3
Berkshire...100	600,000	J.A.J.&O	Jul. '67 14	Lackawanna & Bloomsb...10	1,325,000	-----	-----	Sand. Mansf. and Newark...100	900,000	-----	-----
Bloomsburg & Corning...50	250,000	J. & D.	Jun. '67 24	Lehigh and Mahanoy...50	2,158,556	J. & J.	Jan. '67 6	Saratoga and Hudson R...100	1,020,000	-----	-----
Boston, Concord & Mont...100	459,000	-----	-----	Lehigh and Susquehanna...50	6,104,060	M. & N.	My '67 5	Saratoga and Whitehall...100	500,000	A. & O.	Apr. '67 2
Do. pref.100	1,340,400	J. & D.	Jun. '67 8	Lexington & Frankfort...100	10,734,100	J.A.J.&O	Jul. '67 24	Savannah and Charleston...100	1,000,000	-----	-----
Boston and Lowell...100	187,000	J. & D.	Jun. '67 4	Little Miami...50	514,648	M. & N.	My '67 5	Schuylkill and Susqueh'a...50	1,289,150	-----	-----
Boston and Maine...100	4,076,974	J. & J.	Jul. '67 5	Little Schuylkill...50	3,572,400	J. & D.	Jun. '67 4	Second and Third St.(Ph.)...50	203,757	J. & J.	Jul. '67 5
Boston and Providence...100	3,300,000	J. & J.	Jul. '67 5	Lomb. and South St.(Ph.)...25	2,646,100	J. & J.	Jul. '67 2	Schuylkill Valley...50	576,050	-----	-----
Boston and Worcester...100	4,650,000	J. & J.	Jul. '67 5	Long Island...50	90,000	-----	-----	Seaboard and Roanoke...100	858,200	-----	-----
Broadway (Boston)...100	325,000	-----	-----	Louisville and Frankfort...50	8,000,000	F.M.A.N	Aug. '67 2	Second Avenue (N. Y.)...100	650,000	A. & O.	Oct. '66
Broadway & 7th Av.(N.Y.)...10	2,100,000	J. & J.	Jan. '67 6	Louisville and Nashville...100	1,109,594	J. & J.	Jul. '67 3	Shamokin V. and Pottev...50	869,450	F. & A.	F. '67 24
Brooklyn City...100	1,000,000	F. & A.	F. '67 24	Louisville and Nashville...100	5,500,000	F. & A.	Feb. '67 4	Sixth Avenue (N. Y.)...100	175,000	J.A.J.&O	-----
Brooklyn City & New'n...100	860,000	-----	-----	Louisville and Nashville...100	2,900,000	-----	-----	South Carolina...100	2,819,275	-----	-----
Buff. New York & Erie...100	860,000	F. & J.	Jan. '67 34	Lowell and Lawrence...100	200,000	J. & J.	Jul. '67 3	South Shore...100	259,685	-----	-----
Buffalo and State Line...100	2,200,000	F. & A.	Aug. '67 5	McGregor Western...100	1,500,000	M. & N.	My '67 4	South Western, Georgia...100	3,203,403	F. & A.	Aug. '66 4
Cambridge Horse (Boston)...100	777,800	F. & A.	Aug. '67 5	Mahanoy & B'd Mount n...50	921,635	-----	-----	Southern Mississippi...100	1,000,000	-----	-----
Camden and Amboy...100	6,842,200	-----	-----	Maine Central...100	1,500,000	-----	-----	Springfield and Columbus...100	828,500	J. & J.	Jan. '67 4
Camden and Atlantic, pref.50	1,221,928	J. & J.	Jul. '67 34	Manchester & Lawrence...100	1,000,000	M. & N.	My '67 3	Staten Island...100	200,130	-----	-----
Cape Cod Branch...50	1,150,000	-----	-----	Marletta & Cincinnati...50	2,029,778	M. & S.	Sep. '66 3	Syr. Bingham. and N. Y...100	1,260,000	J. & J.	Jul. '67 4
Catawissa...50	2,800,000	F. & A.	Apr. '67 34	Do. pref.50	6,586,136	M. & S.	Sep. '66 3	Taunton Branch...100	595,922	-----	-----
Cayuga & Susquehanna...50	889,110	J. & J.	Jul. '67 4	Memphis and Charleston...100	6,512,723	M. & S.	Mar. '66 4	Tennessee and Alabama...100	1,883,150	J. & J.	Jul. '67 4
Central of Georgia...100	4,686,300	J. & J.	Jul. '67 5	Memphis and Ohio...100	670,000	-----	-----	Terre Haute and Indiana...50	1,750,000	-----	-----
Central of New Jersey...100	13,000,000	J.A.J.&O	Jul. '67 24	Metropolitan (Boston)...100	1,250,000	J. & J.	Jul. '67 5	Third Avenue (N. Y.)...100	1,750,000	-----	-----
Central Ohio, pref.50	400,000	J. & D.	Jan. '67 3	Michigan Central...100	7,502,466	J. & J.	Jul. '67 5	Thirteenth and Fif. (Ph.)...50	607,111	J. & J.	Jul. '67 1
Con. Park, N. & E. River...100	865,900	-----	-----	Mieh. So. & North. Ind...100	9,811,500	F. & A.	F. '66 34	Tol. Peoria and Warsaw...100	1,650,000	-----	-----
Charlotte & S. Carolina...100	1,201,000	J.A.J.&O	Jul. '67 2	Do. guaranteed...100	787,700	F. & A.	Feb. '67 5	Do. pref.100	1,700,000	-----	-----
Chemung...100	380,000	-----	-----	Middlesex (Boston)...100	400,000	-----	-----	Do. pref.100	908,176	-----	-----
Chesire, preferred...100	2,017,825	Annual	Jan. '67 24	Milville and Glassboro...100	368,200	F. & A.	Aug. '67 6	Tol. Wash and West...50	5,400,000	M. & N.	M. '67 34
Chicago and Alton...100	3,866,643	M. & S.	Mar. '67 6	Milw. & Prairie du Chien...100	3,014,000	F. & A.	Feb. '67 3	Troy and Boston...100	607,111	-----	-----
Do. pref.100	2,428,578	A. & O.	Apr. '67 10	Do. pref.100	3,082,000	Annual	Feb. '67 8	Troy and Greenbush...100	274,400	J. & D.	Jun. '67 34
Chicago, Burl. & Quincy...50	10,193,010	-----	-----	Milw. & St. Paul...100	1,014,000	Annual	Feb. '67 7	Troy, Salem and Rut'd...100	800,000	A. & O.	Apr. '67 2
Chicago and Gt. Eastern...100	4,390,000	-----	-----	Do. pref.100	8,627,000	J. & J.	Jan. '67 6	Union Transport'n (Bos.)...100	200,000	-----	-----
Chicago, Iowa & Nebraska...100	1,000,000	-----	-----	M. Hill & Schuylk. Haven...50	3,775,000	J. & J.	Jul. '67 4	Union Pacific (E. D.)...100	-----	-----	-----
Chicago and Milwaukee...100	2,227,000	-----	-----	Mississippi Central...100	2,090,261	-----	-----	Union Pacific (Cent. Br.)...100	-----	-----	-----
Chicago & N. Western...100	13,100,927	-----	-----	Mobile and Ohio...100	3,585,300	-----	-----	Union (Phila.)...50	291,475	J. & J.	Jan. '67 3
Do. pref.100	12,994,719	Annual	Dec. '66 7	Montgomery & W. Point...100	1,419,169	F. & A.	F. '67 34	Utica and Black River...100	834,400	J. & J.	Jul. '67 4
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Apr. '67 5	Morris and Essex...50	5,500,000	F. & A.	F. '67 34	Vermont and Canada...100	2,250,000	J. & D.	Jun. '67 4
Cin. Ham. & Dayton...100	3,129,100	A. & O.	Apr. '67 4	Nashua and Lowell...100	600,000	M. & N.	My '67 5	Vermont Central...100	8,000,000	-----	-----
Cin. Richmond & Chicago...100	350,000	-----	-----	Nashville & Chattanooga...100	2,056,544	-----	-----	Vermont and Massachusetts...100	2,500,000	J. & J.	Jan. '67 14
Cin. & Indianapolis Junction...100	1,800,000	-----	-----	Naugatuck...100	1,100,000	F. & A.	Aug. '67 6	Vermont Valley...100	516,164	-----	-----
Cincinnati and Zanesville...50	1,600,250	J. & J.	Jul. '67 6	New Bedford & Taunton...100	500,000	J. & J.	Jul. '67 4	Virginia Central...100	3,353,679	-----	-----
Citizens' Passenger (Phil.)...50	192,750	F. & A.	Aug. '67 4	New Haven & N. London...100	738,588	-----	-----	Virginia and Tennessee...100	3,452,815	-----	-----
Cleveland, Col. & Cincinnati...100	6,000,000	M. & N.	My '67 4	N. Haven & Northampton...100	1,224,100	J. & J.	Jul. '67 3	Western (Mass.)...100	6,710,800	J. & J.	Jul. '67 5
Cleveland & Mahoning...50	2,044,900	M. & N.	My '67 4	New Jersey...100	5,000,000	F. & A.	Aug. '67 5	Western Union...100	667,237	-----	-----
Cleveland, Palmy. & Ashta...100	5,000,000	J. & J.	Jan. '67 5	New London Northern...100	895,000	M. & S.	Mar. '67 4	West Jersey...100	751,050	M. & N.	My '67 4
Cleveland and Pittsburgh...50	5,403,911	J. & J.	Jan. '66 4	N. O., Jackson & Gt. N...100	4,697,457	-----	-----	West Philadelphia...50	249,100	J. & J.	Jul. '67 5
Cleveland and Toledo...50	4,841,000	A. & O.	Apr. '67 24	N. O., Opel. & Gt. West'n...100	4,093,425	-----	-----	Wilm. and Ma. Chester...100	1,130,470	-----	-----
Col. & Indianapolis Cen...100	4,900,000	J.A.J.&O	Jul. '67 6	New York Central...100	26,530,000	F. & A.	Aug. '67 3	Wilm. and Weldon...100	1,340,213	-----	-----
Columbus and Xenia...50	1,782,200	J. & J.	Jul. '67 5	New York and Harlem...50	6,225,050	J. & J.	Jul. '67 4	Worcester and Nashua...75	1,111,000	J. & J.	Jul. '67 44
Concord...100	1,500,000	M. & N.	My '67 5	Do. pref.50	1,500,000	J. & J.	Jul. '67 4	CANALS.			
Concord & Portsmouth...100	350,000	J. & J.	Jul. '67 34	New York & New Haven...100	6,000,000	J. & J.	Jul. '67 5	Chesapeake and Delaware...50	1,575,963	J. & D.	Jun. '67 3
Coney Island & Brooklyn...100	800,000	-----	-----	N. Y., Provid. & Boston...100	1,755,281	J. & J.	Jul. '67 3	Chesapeake and Ohio...25	8,228,595	-----	-----
Conn. & Passump. Rivers...100	1,673,300	J. & J.	Jul. '67 3	Ning. Bridge & Cananda...100	1,000,000	J. & J.	Jul. '67 3	Delaware Division...100	1,633,350	F. & A.	Aug. '67 3
Do. do. pref.100	1,650,000	J. & J.	Jul. '67 4	Ninth Avenue...100	795,360	-----	-----	Delaware and Hudson...100	10,000,000	F. & A.	Aug. '67 8
Connecticut River...100	1,216,900	A. & O.	Apr. '67 4	North Carolina...100	4,000,000	-----	-----	Delaware and Raritan...100	2,298,400	F. & A.	Aug. '67 5
Cumberland Valley...50	306,900	-----	-----	Northern Central...50	4,518,900	F.M.A.N	Aug. '67 2	Erie of Pennsylvania...50	64,000	-----	-----
Danbury and Norwalk...100	306,900	-----	-----	Northern of N. Hampsh...100	3,064,400	J. & D.	Jun. '67 4	Lehigh Coal and Navigat...50	6,137,000	M. & N.	My '67 3
Dayton and Michigan...100	2,384,941	J. & J.	Jul. '67 5	Northern of N. Jersey...100	158,800	-----	-----	Monongahela Navigation...50	728,100	J. & J.	Jul. '67 5
Delaware...50	466,132	J. & J.	Jan. '67 6	North Mississippi...100	2,399,307	-----	-----	Morris (consolidated)...10	1,025,000	F. & A.	Feb. '67 3
Dol. Lackaw. & Western...50	11,288,560	J. & J.	Jan. '67 6	North Pennsylvania...50	3,150,150	-----	-----	Do. (preferred)...100	1,176,000	F. & A.	Aug. '67 5
Des Moines Valley...100	1,550,050	-----	-----	Norwich and Worcester...100	2,363,000	J. & J.	Jul. '67 4	Schuyl. Navigation (cons.)...50	1,508,207	F. & A.	Feb. '67 6
Detroit & Milwaukee...100	452,359	-----	-----	Ogdensb. & L. Champl'n...100	2,979,000	F. & A.	Feb. '67 3	Do. (pref.)...50	2,888,805	F. & A.	Feb. '67 6
Do. pref.100	1,500,000	-----	-----	Ohio and Mississippi...100	641,200	A. & O.	Apr. '67 4	Sueq. and Tide Water...50	2,062,083	-----	-----
D. Dock, E. B'dw. & Bat...100	1,200,000	-----	-----	Do. pref.100	20,222,647	-----	-----	Union...50	2,907,800	-----	-----
Dubuque and Sioux City...100	1,673,541	-----	-----	Old Colony & Newport...100	3,607,197	Annual	Jan. '67 7	Do. preferred...50	2,907,800	-----	-----
Do. do. pref.100	1,987,351	Annual	Mar. '67 7	Orange and Newark...100	281,550	J. & J.	Jul. '67 3	W. Branch and Sueq...50	1,100,000	J. & J.	Jan. '66 5
Eastern (Mass.)...100	3,578,204	J. & J.	Jul. '67 4	Oswego and Syracuse...50	482,400	F. & A.	Feb. '67 4	Wyoming Valley...50	800,000	Irregular	Sep. '66 4
Eastern (N. H.)...100	492,500	J. & J.	Jul. '67 4	Pacific of Missouri...100	2,581,000	-----	-----	MISCELLANEOUS.			
East Pennsylvania...50	604,400	-----	-----	Panama...100	7,000,000	J.A.J.&O	Jul. '67 6	Atlantic Mail Steamship...100	4,000,000	MJS&D	Jun. '67 24
East Tenn. and Georgia...100	-----	-----	-----	Paterson and Ramapo...100	248,000	J. & J.	Jul. '67 2	Pacific Mail Steamsh.p...100	20,000,000	MJS&D	Jun. '67 3
East Tenn. and Virginia...100	-----	-----	-----	Paterson and Hudson Riv...100	630,000	J. & J.	Jul. '67 4	Union Navigation...100	4,000,000	MJS&D	Dec. '66 5
Elgin Avenue (N. Y.)...100	1,000,000	J.A.J.&O	Jul. '67 4								

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864.....	150,713	164,438	166,493	194,992	200,807	266,626	295,512	356,408	401,103	357,228	353,244	328,823	3,255,492
1865.....	289,445	347,211	482,340	355,045	472,493	410,800	498,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866.....	475,641	438,279	385,991	412,521	464,507	493,243	466,898	568,589	633,150	599,670	474,056	388,473	6,090,119
1867.....	877,852	380,190	489,555	407,018	465,102	-----	-----	-----	-----	-----	-----	-----	-----
Chicago and Alton:													
1863.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864.....	154,418	154,418	195,803	162,723	178,786	206,000	224,257	312,105	354,554	320,879	307,803	282,016	2,770,484
1865.....	280,508	275,283	299,063	258,480	322,278	355,270	336,985	400,251	401,280	387,956	307,919	236,824	3,440,092
1866.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	2,695,163
1867.....	240,238	142,947	238,862	283,921	338,691	543,471	-----	-----	-----	-----	-----	-----	-----
Chicago, Rock Island and Pacific:													
1863.....	140,024	130,225	122,512	128,798	144,995	170,937	189,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864.....	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	282,016	2,095,470
1865.....	305,554	246,331	289,403	196,580	224,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866.....	241,596	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,288	3,466,922
1867.....	292,047	224,621	272,454	280,243	251,916	261,493	-----	-----	-----	-----	-----	-----	-----
Chicago and Northwestern:													
1863.....	-----	-----	-----	-----	-----	366,100	281,234	296,169	473,186	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	300,355	421,363	406,830	565,145	480,710	519,306	669,605	729,759	716,378	624,000	6,114,566
1865.....	541,005	482,164	499,296	468,358	585,623	747,944	702,661	767,508	946,707	921,836	749,191	546,609	7,965,980
1866.....	523,566	405,634	523,744	518,736	735,082	922,592	770,990	778,284	989,053	1,210,654	1,005,680	698,679	9,068,996
1867.....	690,832	586,743	747,391	720,661	787,736	893,367	-----	-----	-----	-----	-----	-----	-----
Chicago and Great Eastern:													
1863.....	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,264
1864.....	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94,543	78,111	606,485
1865.....	77,878	77,242	83,450	76,514	76,074	91,987	91,075	97,145	106,389	118,610	116,293	91,594	1,102,821
1866.....	90,415	79,430	110,079	107,072	120,460	118,603	90,076	107,062	104,547	132,725	138,897	128,785	1,317,102
1867.....	95,223	80,928	93,872	103,154	90,583	87,784	-----	-----	-----	-----	-----	-----	-----
Erie:													
1862.....	699,097	601,595	638,006	626,070	587,416	528,842	596,024	615,962	756,421	885,136	902,906	963,559	8,400,334
1863.....	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,038,321	10,406,451
1864.....	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,976	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	15,429,643
1865.....	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,190	1,331,046	1,836,615	1,438,689	1,522,472	1,429,765	16,434,718
1866.....	1,156,746	987,936	1,070,917	1,163,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,696,418
1867.....	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	-----	-----	-----	-----	-----	-----	-----
Illinois Central:													
1862.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,598	359,463	3,445,827
1863.....	299,944	271,085	275,643	288,224	324,697	407,992	343,929	511,305	478,576	496,433	437,679	424,831	4,571,028
1864.....	327,900	416,588	469,762	425,797	468,372	510,100	423,578	640,179	796,236	661,391	657,141	603,492	6,329,447
1865.....	571,536	528,972	616,695	516,608	460,673	617,682	578,403	747,469	739,736	641,589	643,587	618,088	7,181,208
1866.....	603,053	506,266	505,466	411,605	569,350	567,679	480,626	578,253	671,348	661,971	688,210	504,066	6,646,741
1867.....	660,438	554,301	417,352	420,365	477,607	486,616	-----	-----	-----	-----	-----	-----	-----
Marietta and Cincinnati:													
1863.....	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,065	76,764	68,863	710,225
1864.....	77,010	74,409	89,901	72,389	63,993	78,697	91,809	90,972	93,078	93,546	96,908	96,453	1,086,166
1865.....	86,672	87,791	93,763	76,907	76,248	107,525	104,608	115,184	125,262	118,495	116,146	106,787	1,224,058
1866.....	90,411	85,447	84,351	81,181	96,588	103,373	98,043	106,921	104,566	113,504	112,862	123,802	1,201,339
1867.....	94,136	78,076	92,910	92,768	90,526	96,535	-----	-----	-----	-----	-----	-----	-----
Milwaukee and Prairie du Chien:													
1863.....	67,130	76,132	44,925	88,177	106,967	111,260	171,587	66,353	158,417	208,055	138,342	112,913	1,247,258
1864.....	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,626	149,099	117,013	1,711,281
1865.....	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,895	226,840	110,664	1,995,712
1866.....	121,776	84,897	72,155	108,082	207,485	262,172	170,795	116,224	150,989	245,701	244,864	98,787	1,983,900
1867.....	143,000	55,000	72,000	87,510	119,104	114,579	-----	-----	-----	-----	-----	-----	-----
Michigan Southern & Northern Indiana:													
1863.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,200	348,048	3,302,545
1864.....	266,000	304,445	335,454	320,651	297,126	315,248	278,891	368,862	402,219	407,107	445,934	411,806	4,120,152
1865.....	363,990	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866.....	312,846	277,234	412,716	413,970	418,024	384,684	338,558	384,401	429,177	496,655	429,646	362,218	4,660,328
1867.....	306,867	311,088	379,761	391,163	358,601	304,232	-----	-----	-----	-----	-----	-----	-----
Michigan Central:													
1862.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,660,702
1863.....	242,073	245,868	236,452	238,496	236,453	206,221	193,239	216,449	308,168	375,488	339,794	306,186	3,168,065
1864.....	252,455	278,848	348,802	336,276	271,553	265,780	265,244	346,781	408,445	410,802	406,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	327,241	401,456	365,663	329,105	413,501	476,691	490,694	447,670	328,870	4,620,550
1866.....	282,459	265,796	337,158	345,737	365,196	335,083	324,986	369,646	429,161	493,640	414,004	308,669	4,260,115
1867.....	304,096	285,661	376,310	362,783	333,952	284,977	-----	-----	-----	-----	-----	-----	-----
Milwaukee and St. Paul:													
1864.....	51,965	46,474	64,962	83,202	131,448	128,070	90,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865.....	98,181	86,528	95,965	203,018	237,562	251,906	241,570	300,841	395,579	346,717	171,125	2,635,601	2,635,601
1866.....	131,707	123,044	123,967	121,533	245,622	244,376	208,785	183,815	276,416	466,359	325,639	129,287	2,638,800
1867.....	146,800	130,000	134,900	192,548	230,497	221,690	-----	-----	-----	-----	-----	-----	-----
New York Central:													
1862.....	749,163	631,956	710,814	770,222	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,708	9,603,244
1863.....	920,272	790,167	867,590	911,397	839,126	841,165	815,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,533
1864.....	921,831	936,587	969,024	1,005,064	1,029,736	1,055,793	1,275,117	1,450,076	1,227,113	1,187,695	1,187,695	1,187,695	13,867,709
1865.....	967,869	613,381	955,669	1,046,734	1,255,521	1,132,701	1,162,024	1,495,793	1,524,434	1,526,839	1,480,366	1,117,863	14,675,128
1866.....	1,086,390	896,887	1,136,745	1,190,491	1,170,415	1,084,533	1,135,461	1,286,911	1,490,929	-----	-----	-----	-----
Ohio and Mississippi:													
1864.....	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	276,950	3,311,070
1865.....	259,223	239,139	313,914	271,									

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1887		1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	88
Convert. (guar. by Dir.)	150,000	7			1883		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	50
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1884		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Albany and Susquehanna:							Income bonds	47,000	8	May & Nov.	"	var.	
Mortgage	1,016,730	7	April & Oct.	Albany.	1883		1st Mort. (C. R. I. & Pa.)	6,699,000	7	Jan. & July.	"	1896	59½
Allegheny Valley:							Chicago and Northwestern:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
Atlantic and Gt. Western:							General 1st Mortgage	3,000,000	7	"	"	1885	88
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879		Funded Coupon Bonds	758,000	7	May & Nov.	"	1883	90
2d Mortgage	774,700	7	April & Oct.	"	1881		Consolidated Sinking Fund	948,000	7	W. M. A. & N.	"	1915	84
1st Mortgage, Penn.	2,324,800	7	Jan. & July.	"	1877		Equipment Bonds	270,483	7	May & Nov.	"	1874	95
2d Mortgage	913,500	7	Jan. & July.	"	1882		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	88
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Green Bay Extension Bonds	300,000	7	"	"	1886	75
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
2d Mortgage	2,880,000	7	Jan. & July.	"	1883		Cincinnati, Hamilton and Dayton:						
1st Mortgage, Buffalo Ext'n.	1,492,000	7	Feb. & Aug.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		3d Mortgage	500,000	8	"	"	1877	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890		Cincinnati and Zanesville:						
Atlantic and St. Lawrence:							1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886		Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	"	1878		1st Mortgage	450,000	7	Feb. & Aug.	New York.	1873	93
City of Portland Loan (Coups.)	1,000,000	6	Various	N. Y., P. & Bos.	68-70		2d Mortgage	587,000	8	March & Sept.	"	1876	
Baltimore and Ohio:							Hubbard Branch	105,000	7				
Maryland Sterling Bds of 1883	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1888		Clev., Painesville and Ashtabula:						
Mortgage Coupon	1,852,000	6	April & Oct.	Baltimore.	1886	98	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
" " " 1850	625,500	6	Jan. & July.	"	1890	96	Dividend Mortgage	1,000,000	7			1880	
" " " 1855	1,021,750	6	Jan. & July.	"	1875	95	Cleveland and Pittsburg:						
" " " 1854	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100	2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98	3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1875	90
Bay de Noquet and Marquette:							4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	"	1892	72
Income	100,000	8	April & Oct.	Boston.	1870		River Line bonds	4,000	7			1887	
Bellefontaine and Indiana:							Dividend bonds	16,725					
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	70-99	90	Income bonds	3,500					
2d Mortgage	453,000	7	"	"	1870	82½	Clev., Columbus and Cin.						
Income bonds	87,000	7	"	"	1870		1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	64-90	
Boliviere Delaware:							Cleveland and Toledo:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85	Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1887	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½	Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	"	1872	
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877		C. & T. Mortgage Bonds	300,000	7	April & Oct.	"	1886	96
Boston Concord and Montreal:							C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	"	1886	103
2d Mortgage	300,000	7	"	New York.	1865		Columbus and Xenia:						
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½	Mortgage	248,000					
2d Mortgage Coupons	250,000	7	"	New York.	1870	95½	Connecticut River:						
Sinking Fund	336,000	6	"	Boston.	1889	93½	Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Boston and Lowell:							Connecticut and Passump. Rivers:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½	1st Mortgage	573,800	6	June & Dec.	Boston.	1876	90
"	200,000	6	April & Oct.	"	1879	94	Cumberland Valley:						
Buffalo, New York and Erie:							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	91	2d Mortgage	109,500	8	"	"	1904	
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	85	Dayton and Michigan:						
Buffalo and State Line:							1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	2d Mortgage	2,589,000	7	"	"	1881	87
Income in '99, in '72	200,000	7	Jan. & July.	"	var.		3d Mortgage	642,000	7				
Special Erie and North-East	149,000	7	"	"	61-70		Toledo depot bonds	169,500	7				
Burlington and Missouri:							Funded Interest	2,100	7				
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870		Dayton and Western:						
Convertible bonds	600,000	7	Jan. & July.	"	1870		1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Old Road bonds	121,160	7	"	"	73-80		2d Mortgage	250,000	7	June & Dec.	"	1882	40
Camden and Amboy:							Delaware:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
American Loan	3,335	6	"	New York.	1864		Guaranteed	100,000	6	"	"	1875	
Loan for \$500,000	210,600	6	"	"	1867	100	State Loan	170,000	6	"	"	1876	
" " \$800,000	338,040	6	"	"	1870	92½	Delaware, Lackawanna and W'n:						
" " \$675,000	675,000	6	"	"	1875	90	1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
" " \$1,700,000	1,700,000	6	Feb. & Aug.	"	1883	92	1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	"	1876	97
" " \$2,500,000	867,000	6	May & Nov.	"	1889	86	2d Mortgage	1,668,000	7	March & Sept.	"	1881	95
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1889	96½	Des Moines Valley:						
Camden and Atlantic:							1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½	Income	348,000	7	Jan. & July.	"	1884	80
2d Mortgage	493,000	7	April & Oct.	"	1879	72	Detroit and Milwaukee:						
Catawissa:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		2d Mortgage	1,000,000	8	"	"	1886	
Cayuga and Susquehanna:							3d Mortgage (convertible)	750,000	10	"	"	1883	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		4th Mortgage (G. W. R. R.)	500,000	8	"	"		
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	103	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
2d Mortgage	600,000	7	May & Nov.	"	1875	100½	Construction bonds, 2d Div'n	660,000					
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	85	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865		3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101	1st M. (State) \$75,000 a yr after 64	425,000	5	Ja. Ap. Ju. Oc.	"	66-71	
3d Mortgage	950,000	7	"	"	1885	86	Essex Railroad Bonds	214,400	6			1876	
4th Mortgage (S. F.)	1,365,800	7	"	"	1875	50	East Tennessee and Georgia:						
Income	1,192,200	7	Jan. & July.	"	67-90		Endorsed by State of Tennessee	139,480					
Central Pacific of California:							Mortgage (ordinary)	780,480					
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896		East Tennessee and Virginia:						
Convertible bonds	1,500,000	7	"	"	1883	101	State of Tennessee Bonds	1,899,000	6				
Chester:							Endorsed by State of Tennessee	185,000					
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	75-80	94	1st Mortgage (after State)	74,000					
Chicago, Burlington & Quincy:							2d Mortgage bonds	14,300					
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	112	Income Bonds	3,500					
" " " " " " " "	3,169,000	8	"	"	1883		Elmira and Williamsport:						
Plain Bonds, dated Sept. 20, 1860	680,000	8	March & Sept.	"	1890		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	92½
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort, M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1887	100	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	"	1868		Evansville and Crawfordsville:						
O. B. & Q. Serip	467,400	8	Jan. & July.	Frankfort, M.			Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Chicago and Alton							Mortgage Bonds	150,000	7	Feb. & Aug.	"	1881	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98	Florida:						
1st Mortgage pref. S. F.	483,000	7	May & Nov.	"	1877	102½	Internal Improvement (State)	1,655,000	7			1891	
Income Bonds	1,300,000	7	April & Oct.	"	1883	91½	Free Land, 2d Mortgage	1,503,000	8			1891	

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Description.	Amount	Interest.	Interest.		Due.	Price.	Description.	Amount	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr. Internal Improvement (State).	\$300,000	7			1891		Memphis and Charleston State [Tenn.] Loan	\$1,601,900	6	Jan. & July.	New York.	1892	
Free Land, 2d Mortgage.	200,000	8			1891		1st Mortgage	1,254,000	7	May & Nov.	"	1890	
Galena and Chicago Union:							Michigan Central:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1892	100	1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
2d Mortgage (S. F.) Coupon	1,084,000	7	May & Nov.	"	1875	98 1/2	1st Mortgage St'g (convertible).	600,000	8	March & Sept.	"	1869	
Elgin and State Line	189,000	7	Jan. & July.	"	1879		1st Mortgage (convert) Dollar.	1,777,000	8	"	N.Y. & Boston	1869	103
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884		1st Mortgage (convert) Dollar.	285,000	8	April & Oct.	"	1882	112 1/2
Great Western, N. Y.:							1st Mortgage (S. F.) convertible	4,251,500	8	"	"	1882	112 1/2
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106	Mieh. Southern and N'n Indiana:						
Eastern "	45,000	7	B.b. & Aug.	"	1888	102 1/2	Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
1st Mortgage whole line	2,500,000	7	"	"	1888		Goshen Air Line	651,000	7	Feb. & Aug.	"	1868	99 1/2
2d Mortgage	2,500,000	7	May & Nov.	"	1893	74 1/2	Detroit and Toledo	924,000	7	"	"	1876	88
Hannibal and St. Joseph:							1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	"	1885	99
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'72-'78	79 1/2	2d General Mortgage	2,993,000	7	"	"	1877	90 1/2
Land Security	3,344.60	7	April & Oct.	"	1881	92	Milwaukee and St. Paul:						
Convertible Bonds	822,000	7	Jan. & July.	"	1888	97	1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	86
Harrisburg and Lancaster:							2d Mortgage	1,500,500	7	April & Oct.	"	1894	76 1/2
New Dolla Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90	Real Estate Purchase	138,500			"	1874	
Hartford and New Haven:							Milwaukee and Prairie du Chien:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Housatonic:							Minnesota and Pacific.						
1st Mortgage	292,500	6	Jan. & July.	Bridgeport.	1877		Real Estate	1,200,000	7	Jan. & July.		1892	61
Houston and Texas Central:							Mississippi Central:						
State (1st Lien) Loan	210,000						1st Mortgage	1,007,363	7	May & Nov.	New York.		
Mortgage	125,000	7			1886		Mississippi Central and Tenn.:						
Hudson River:							State (Tenn.) Loan	529,000	6				
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	104	Mississippi and Missouri:						
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	(102 1/2)	1st Mortgage (convertible)	1,000,000	7		New York.		
3d Mortgage	1,840,000	7	May & Nov.	"	1875	160	2d Mortgage (S. F.)	400,000	8		"		
Convertible	1,002,000	7	"	"	1867	106 1/2	1st Land Grant	3,612,000	7		"		
Illinois Central:							Mississippi and Tennessee:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868		Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
Construction	6,668,500	7	April & Oct.	London.	1875		1st Mortgage	600,000	6	"	"	1876	
Construction	2,525,000	6	"	New York.	1875	113 1/2	Income Bonds	297,500	10	"	Memphis.	1870	
Redemption bonds	2,565,000	6	"	"	1890		Mobile and Ohio:						
Sterling Redemption bonds	358,500	7	"	London.	1875		Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Illinois and Southern Iowa:							Sterling (1st mort.) Bonds	4,187,000	6	"	London.		
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882		"	1862-'67	146,200	8	"	Mobile	'62-'65
Indiana Central:							"	ten years	625,700	8	"	N. Y. & Mob.	
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		Income Bonds of 1861	146,200	8	"	"	"	
2d Mortgage	264,000	10	"	"		100	"	1862-'67	625,700	8	"	Mobile.	'62-'65
Indianapolis and Cincinnati:							ten years	76,342	8	"	"	"	
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91	Mongomery and West Point:						
Ind., Pittsburg and Cleveland:							Mortgage (due 1863 and '65	30,500	6			'63-'65	
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Mortgage	61,500	8			1866	
2d Mortgage	347,000	7	"	"			Bonds	100,000		Jan. & July.		1870	
Indianapolis and Madison:							Bonds	299,200		"		1876	
Mortgage	640,000	7	May & Nov.	New York.	1881	85	Bonds	639,500		"		1881	
Jeffersonville:							Morris and Essex:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	86	1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99 1/2
2d Mortgage	392,000	7	April & Oct.	"	1873	70	2d Mortgage	1,500,000	7	Feb. & Aug.	"		88
Joliet and Chicago:							Muscogee:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105	1st Mortgage	249,000	7				
Joliet and N. Indiana.							Nashville and Chattanooga:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874		Mortgage (State endorsed).	1,500,000					
Kennebec and Portland:							Chat. and Oliv. Subec. (endorsa.)	231,000					
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870		Naugatuck:						
2d Mortgage	230,000	6	"	Augusta.	1861		1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	
*Kentucky Centr. (Gov. and Lex.)							*New Albany and Salem:						
1st Mortgage	180,000	6					1st Mortgage	2,235,000	6				
2d Mortgage	280,000	7					N. Hav., N. Lond. and Ston'gton:						
1st Mortgage (convertible)	1,006,000	7					2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
La Crosse, Viroqua & Mineral Pt.:							Extension	116,000	6	May & Nov.	"	1878	
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		New Haven and Northampton:						
Lehigh Valley:							1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91	1st Mortgage (H. & Hamp.)	103,000	6		"		
La Crosse and Milwaukee:							New Jersey:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		Company's (various)	865,000	6	Semi-ann'ly.	New York.	var.	
Lackawanna and Bloomsburg:							New London Northern:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881		1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Lexington and Frankfort:							Extension Bonds	72,800	6	March & Sept.	"	1885	
Mortgage, due 1869 and '74.	79,000	6		Lexington.	'69-'74		N. Or'ns, Jackson and Gt. North.:						
Little Miami							1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100	2d Mortgage Bonds	241,000					
Long Island:							N. Orleans, Opelous, and Gt. West.:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91	Louisiana State Loan	650,000	6				
2d Mortgage	500,000	6	"	"	1870		New Orleans City Subscription	1,600,000	6				
Extension Bonds	175,000	7	May & Nov.	"	1890		1st Mort. Construction	1,780,000	8			1889	
Long Dock Co.:							New York Central:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	96 1/2	Premium (S. F.) Bonds	6,450,439	6	May & Nov.	New York.	1883	96
Louisville and Frankfort:							Db'ts of former Cos. outst'nd'g	100,000			"		
Louisville Loan	100,000	6	Jan. & July.	New York.	1881		Funding (S. F.) Bonds	1,496,000	7	Feb. & Aug.	"	1876	
1st Mortgage	145,000	6	"	"	'67-'78		Exchanged St'ks (S. F.) B'ds.	606,000	6	May & Nov.	"	1883	
Louisville and Nashville:							" "						

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$339,000	8	Mar. & Sept.		1887		Guaranteed by State	200,000	7	April & Oct.	Richmond,	'75-'76	
North-Eastern (S. C.):							Mortgage (Coupon)	312,000	7	Feb. & Aug.	"	1875	
1st Mortgage	700,000						Mortgage (Registered)	504,000	7	"	"	1873	
2d Mortgage	224,500						Richmond and Petersburg:						
Northern Central:							Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Md. State Loan (Irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore.			Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
York and Cumberland 1st Mort.	178,000	6	May & Nov.	"	1870	102	Rutland and Burlington:						
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1883	148
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	94	2d Mortgage	937,500	7	"	"	1883	52
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1886	83 1/2	3d Mortgage	440,000	7	"	"	1883	3
North. Cen. 3d Mort. (\$2,500,000)	724,500	6	April & Oct.	"	1900	81 1/2	Sacramento Valley:						
North Pennsylvania:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Chattel Mortgage	300,000	10	"	"	1887	114 1/2	Sandusky, Dayton and Cincinnati:						
Northern (N. H.):							1st Mortgage	981,000	7	Feb. & Aug.		1900	75 1/2
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97	3d Mortgage	148,000	7	"		1875	
Norwich and Worcester:							Six per cents	73,912	6	"		1878	
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877		Sand'sky, Mansfield and Newark:						
Bonds for Dividend Scrip.	59,000	7	"	New York.	'64-'74		1st Mortgage	1,290,000	7	Jan. & July.	New York.	1886	
Steamboat Bonds	95,000	7	Feb. & Aug.	"	'63-'70		Seaboard and Roanoke:						
Ohio and Mississippi:							1st Mortgage	210,000	7	"		1880	
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87	3d Mortgage	71,000	7	"		1870	
1st Mortgage—Western	880,000	7	"	"	1872		Registered Convertible	128,893	7	"		1873	
2d Mortgage—Western	750,000	7	"	"	1874		South Carolina:						
Orange and Alexandria:							State Loan	187,000	6	"		1868	
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Domestic Bonds	234,500	6	Jan. & July.		'73-'74	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875		Domestic Bonds	643,500	7	April & Oct.		'69-'91	
2d Extension	570,500	8	May & Nov.	"	1873	58	Sterl. Skg. 1/2 bds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	
Ogdensburg & Lake Champlain:							Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1860	100	Southern Mississippi:						
Oswego and Syracuse:							1st Mortgage	500,000					
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70-'80		South-Western (Ga.):						
Pacific (Mo.):							1st Mortgage	437,500				1875	
Construction Main Line	1,500,000	7	"	New York.		96 1/2	South-West Pacific:						
Panama:							Bonds guar. by At. and Pacific.	2,000,000	7	Jan. & July.	New York.	1871	49 1/2
1st Mortgage Sterling	418,000	7	April & Oct.	London.	1870	101 1/2	Steuens and Ind. (P. C. and C.)						
2d Mortgage Sterling	346,000	7	April & Oct.	"	1875		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
3d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		Sunbury and Erie:						
Peninsula:							1st Mort. (Sunbury to Wm'sp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	93 1/2
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75 1/2	Syracuse, Binghamton and N. Y.:						
Pennsylvania:							1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	98	St. Louis, Alton & Terre Haute:						
2d Mortgage	2,621,000	6	April & Oct.	"	1875	96 1/2	1st Mortgage (series A.)	1,100,000	7	Jan. & July.	New York.	1894	96
2d Mortgage Sterling	2,283,840	6	"	London.	1875		" (series B.)	1,100,000	7	April & Oct.	"	1894	"
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102	2d " pref. (series C.)	1,400,000	7	Feb. & Aug.	"	1894	83 1/2
Penobscot and Kennebec:							" (series D.)	1,400,000	7	May & Nov.	"	1894	"
Bangor City 1st Mort. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75		" Income (series E.)	1,700,000	7	"	"	1894	75 1/2
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		St. Paul and Pacific 1st Division:						
Petersburg and Lynchburg (S. Side):							1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.			1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75		1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
2d Mortgage (1862-'70-'72)	314,900	6	"	"	'62-'72		Toledo, Peoria & Warsaw:						
Special Mortgage (1865-'68)	175,000	6	"	"	'65-'68		1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	79
Last Mortgage (1863 to 1869)	42,000	8	"	"	'63-'69		Toledo, Wabash and Western:						
Phila. Germantown and Norristown:							1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	93
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	105	1st M. (L. K. Wab. and St. Louis)	2,500,000	7	"	"	1890	"
Convertible Loan	292,500	6	"	"	1885		2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	80 1/2
Philadelphia and Reading:							2d M. (Wabash and Western)	1,500,000	7	"	"	1878	"
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		Sinking Fund Bds (T. W. & W.)	1,000,000	7	April & Oct.	"	1871	66
" 1836	182,400	5	"	"	1880		Equipment Bonds (T. & W.)	600,000	7	May & Nov.	New York.	1882	89
" 1849	2,695,500	6	April & Oct.	"	1870	96 1/2	Vermont Central:						
" 1861	106,000	6	Jan. & July.	"	1871	90	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110 1/2
" 1843	1,525,800	6	"	"	1880	90	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	31
" 1844	804,000	6	"	"	1880	90	Vermont and Massachusetts:						
" 1848	101,000	6	"	"	1880	90	Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94 1/2
" 1849	67,000	6	"	"	1880	90 1/2	Virginia Central:						
" 1857 (convertible)	413,500	6	"	"	1886	97	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
" 1856	60,000	7	"	"	1886		Mortgage (coupons)	206,500	5	"	Richmond &	1872	
Phila. Wilmington and Baltimore:							Mortgage (coupons)	983,000	6	"	New York.	1884	
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95	State Loan 1854-'60	210,000	6	"	Richmond		
Pittsburg and Connellville:							Coupon bonds of 1865	35,000	8	"	"	1876	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74 1/2	Funding Interest bonds	83,125	8	"	"	'70-'77	
Pittsburg, Ft. Wayne and Chicago:							Dividend bonds	122,613	6	"	"	'55-'75	
1st Mortgage (series A.)	875,000	7	Jan. & July.	New York.	1912	103 1/2	Bonds not secured by mort.	61,584	6	"	"	due	
" (series B.)	875,000	7	Feb. & Aug.	"	1912	"	Virginia and Tennessee:						
" (series C.)	875,000	7	Mar. & Sept.	"	1912	"	1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
" (series D.)	875,000	7	April & Oct.	"	1912	"	2d Mortgage	23,500	6	"	"	1878	
" (series E.)	875,000	7	May & Nov.	"	1912	"	3d or Income Mortgage	314,500	6	"	"	1865	
" (series F.)	875,000	7	Jun. & Dec.	"	1912	"	Enlarged Mortgage	698,800	6	"	"	1884	
2d Mortgage (series G.)	860,000	7	Jan. & July.	"	1912	97	Salt Works Br. Mort. due '58-'61	9,500	6	"	Lynchburg.	var.	
" (series H.)	860,000	7	Feb. & Aug.	"	1912	"	Warren (N. J.):						
" (series I.)	860,000	7	Mar. & Sept.	"	1912	"	1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
" (series K.)	860,000	7	April & Oct.	"	1912	"	Warwick Valley, N. Y.:						
" (series L.)	860,000	7	May & Nov.	"	1912	"	1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
" (series M.)	860,000	7	June & Dec.	"	1912	"	Watertown and Rome:						
3d Mortgage	2,000,000	7	April	"	1912	86	Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876		Western (Mass.):						
Pittsburg and Stenboville:							Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75	Dollar Bonds	950,000	6	"	Boston.	1875	95
Potadam and Watertown:							West Jersey:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74		2d Mortgage	238,000	6	"	Philadelphia.	1883	86
Quincy and Toledo:							Western Maryland:						
1st Mortgage	530,000	7	May & Nov.	New York.	1890		1st Mortgage guaranteed	596,000	6	Jan. & July.	Baltimore.	1890	72
Racine and Mississippi							West Pacific:						
1st Mortgage (Eastern Division)	680,000	8	"	New York.			1st Mortgage	200,000	6	June & Dec.	N.Y. & Lond.	1895	
1st Mortgage (Western Division)	757,000	8	"	"	1875	38	Wilmington and Manchester:						
Raleigh and Gaston:							1st Mortgage	596,000	7	May & Nov.	New York.	1886	
Coupon	100,000						2d Mortgage	200,000	7	"	"	1872	
Raritan and Delaware Bay:							Wilmington and Weldon:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888		Mortgage payable in England	443,555	6	Jan. & July.	London.	1863	
2d Mortgage	250,000	7	"	"	1888		Sterling, issued in 1858	144,500	6	"	"	1868	
Equipment Bonds	208,000	7	"	"	1876		Company's endorsed by State.	150,000	6	"	"	1878	
Richmond, Fred. and Potomac:													
Sterling (£267,000)	324,000	6	"	"	1880								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.	Liabilities.					Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.				
						Passenger.	Freight, etc.			Share Capital paid in.	Borrowed and Mortgage Debt.	Other Liabilities.	Gross.	Net.				Dividends.	Price of			
M.	M.	M.	M.	No.	No.	No.	Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Borrowed and Mortgage Debt.	Other Liabilities.	M.	M.	\$.	\$.	p. c.					
ALABAMA.																						
30 Jun. '60	65.0	—	—	50.6	—	—	—	Alabama and Florida	1,451,336	*	—	877,953	508,500	105,255	1,515,704	54.0	—	101,102	37,806	—		
28 Feb. '59	30.3	—	—	58.1	2	2	19	Alabama and Mississippi	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	—	55,791	31,852	—		
31 May '60	109.6	—	—	57.8	11	9	102	Ala. and Tennessee Rivers	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	—	207,626	111,232	—		
30 Jun. '59	57.0	—	—	171.3	—	—	—	Mobile and Girard	1,500,000	—	—	—	—	—	—	—	236,791	76,773	21,006			
31 Dec. '66	469.3	13.6	—	49.4	21	20	263	Mobile and Ohio	9,258,002	2,189,562	—	3,615,400	7,961,831	1,691,391	17,922,359	482.5	8 mos	1,324,847	642,499	—		
28 Feb. '67	88.5	28.4	—	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	285,751	3,063,586	116.9	170,707	449,007	189,402	—		
ARKANSAS.																						
3 Nov. '58	38.5	—	—	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—		
CALIFORNIA.																						
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,304	—		
CONNECTICUT.																						
31 July '65	23.8	—	—	1.9	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	474,137	23.8	53,855	103,333	26,249	8		
31 Jan. '66	122.4	—	—	17.7	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,836,740	—	5,976,507	122.4	319,433	644,726	166,189	—		
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	—	3,129,047	3,000,000	927,000	—	3,927,000	75.2	—	1,591,804	633,483	12		
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	—	—	347,819	2,000,000	272,500	2,787,594	124.0	192,989	478,095	66,463	—		
31 Dec. '65	87.0	—	2.0	—	8	11	188	Naugatuck	1,455,639	—	—	1,100,000	295,000	34,055	1,429,055	82.0	159,074	419,469	135,922	10		
28 Feb. '66	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	—	—	738,588	766,000	—	1,504,588	62.0	—	67,143	105,000	—		
30 Nov. '66	85.0	8.9	—	—	4	3	22	New Haven and Northampton	2,379,606	—	2,379,606	1,224,100	895,000	122,500	3,578,706	100.0	40,067	332,570	68,064	8		
30 Nov. '66	100.0	—	—	—	14	16	160	New London Northern	658,805	—	—	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10		
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	3,000,000	6,000,000	6,112	3,390,357	66.3	366,149	750,678	260,528	10		
30 Nov. '66	99.4	7.0	4.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	—	—	2,982,984	99.4	—	—	—	—		
DELAWARE.																						
31 Oct. '60	84.3	—	—	10.7	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	188,970	41,466	—		
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	—	749,544	16.2	—	27,283	10,290	9		
FLORIDA.																						
— '62	154.2	—	—	—	150	—	—	Florida	—	—	—	—	—	—	—	—	—	—	—	—		
30 Apr. '60	32.0	—	—	3.0	13.0	3	1	Florida and Alabama	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	—	7,857	8,535	—		
— '62	59.9	—	—	5.0	—	—	—	Flo., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—		
— '62	100.0	3.9	10.0	153.5	—	—	—	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—		
GEORGIA.																						
30 Jun. '66	56.7	—	—	—	16	6	86	Atlanta and West Point	1,290,079	*	96,462	1,232,100	36,500	22,721	1,296,541	56.7	—	415,411	54,648	4		
— '62	52.6	—	—	8.7	70.9	—	—	Atlantic and Gulf—M. Trunk	—	—	—	733,700	129,500	—	863,200	30.0	—	168,988	96,612	—		
31 Dec. '60	63.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	—	—	151,887	—	—	1,184,087	63.0	—	—	—	—		
30 Apr. '60	43.0	—	—	—	—	—	—	Brunswick and Florida	755,000	—	—	4,396,800	—	—	4,396,800	43.0	—	—	—	—		
30 Nov. '60	191.0	—	—	—	53	62	697	Central of Georgia (and Bank)	4,386,800	—	—	4,156,000	312,500	—	4,468,500	191.0	—	1,159,188	628,043	8		
31 Mar. '60	171.0	61.0	—	—	19	16	171	Georgia (and Bank)	4,156,000	—	1,003,650	4,156,000	—	—	4,156,000	171.0	—	404,618	212,076	10		
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,600,000	—	—	1,600,000	—	—	1,600,000	102.5	—	202,714	110,516	8		
31 July '59	50.0	—	—	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,028,868	50.0	—	—	—	—		
1 May '58	68.1	—	—	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,821	1,473,140	68.1	—	—	—	—		
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,006	411,373	34,173	3,202,460	437,500	12,532	4,086,563	106.1	281,624	856,845	343,802	—		
30 Sep. '60	138.0	—	—	—	62	24	705	Western and Atlantic	5,901,497	—	—	—	—	—	5,901,497	138.0	—	832,343	454,541	—		
ILLINOIS.																						
31 Dec. '66	230.0	—	—	—	67	32	1,098	Chicago and Alton	10,118,522	—	2,172,382	6,811,900	3,993,000	498,049	12,290,904	230.0	1,934,115	3,095,153	1,484,616	84		
30 Apr. '66	517.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777,552	2,670,210	2,070,679	10,193,019	5,754,406	204,207	17,518,440	517.0	2,083,580	5,175,553	2,799,435	31		
31 May '65	242.0	688.0	—	—	154	94	3,145	Chicago and Northwestern	37,323,791	—	2,356,690	26,155,641	12,020,483	825,398	39,800,452	242.0	—	5,820,760	1,802,272	—		
31 Mar. '67	181.8	181.5	—	—	42	92	46	Chicago, Rock Isl. and Pacific	15,313,522	—	3,192,940	9,100,000	8,145,524	635,486	18,048,768	181.8	1,621,307	3,574,034	1,413,993	10		
31 May '65	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	—	—	1,648,561	2,390,000	—	4,214,561	174.5	—	1,425,097	877,476	—		
31 Dec. '66	454.8	252.5	—	—	150	83	3,546	Illinois Central	20,955,453	—	10,323,828	23,415,780	12,144,000	—	35,559,780	454.8	—	6,646,741	2,175,447	10		
31 Dec. '66	66.1	—	—	—	112	17	7	Toledo, Peoria & Warsaw	5,217,634	—	62,349	3,835,939	1,600,000	121,658	5,268,631	66.1	—	661,693	171,667	—		
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000	—	—	4,000,000	6,700,000	—	10,700,000	195.0	—	2,240,744	488,558	50		
INDIANA.																						
— '62	224.0	—	—	—	41	23	765	Chicago and Great Eastern	—	—	—	4,390,000	5,600,000	—	9,990,000	224.0	—	—	—	10		
31 Aug. '65	132.0	—	—	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	128,587	1,142,534	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—		
31 Dec. '62	72.4	—	—	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	18,900	2,102,781	72.4	—	442,893	158,541	—		
31 Dec. '65	89.8	20.2	—	—	23	19	313	Indianapolis and Cincinnati	2,497,962	640,043	25,689	1,689,900	1,324,284	140,689	3,455,108	89.8	—	448,568	230,834	9		
31 Dec. '64	84.0	—	—	—	15	—	—	Ind., Pittsburg and Cleveland	2,735,556	—	240,222	1,372,000	997,000	106,879	2,975,878	84.0	—	771,763	307,832	—		
1 Dec. '62	78.0	—	—	—	15	14	201	Jeffersonville	1,549,518	—	278,334	1,015,907	621,000	—	2,175,232	78.0	—	527,963	268,156	—		
31 Mar. '64	68.0	46.0	—	—	17	10	263	Indianapolis and Madison	1,464,347	—	—	819,900	640,000	—	1,538,743	68.0	—	315,172	117,941	6		
— '68	238.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	—	—	2,800,000	3,000,000	2,000,000	6,000,000	238.0	—	645,827	371,400	—		
30 Nov. '65	75.5	—	—	—	26	23	664	Terre Haute and Indianapolis	1,988,150	—	967,278	1,928,150	60,000	215,000	2,965,428	75.5	411,278	1,248,726	598,671	12		
IOWA.																						
30 Apr. '66	75.5	—	—	176.5	11	8	275	Burlington and Missouri River	3,215,917	—	236,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—		
31 Dec. '66	142.5	—	—	176.0	16	9	211	Dubuque and Sioux City	6,257,043	—	172,140	3,062,123	960,000	653,955	5,429,203	142.5	319,880	805,271	237,561	—		
1 Jan. '66	55.1	—	—	101.3	4	1	84	Keok. Ft. Des Moines & Minn.	1,397,876	82,409	—	921,449	570,000	—	1,493,850	55.1	11 mo's	458,821	21,556	—		
30 Jun. '65	135.0	95.0	—	312.0	—	—	—	Mississippi and Missouri	10,715,552	—	—	3,452,300	7,145,252	118,000	10,715,552	135.0	—	—	—	—		
KENTUCKY.																						
31 Oct. '59	80.0	—	—	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	—	426,408	227,534	—		
30 Jun. '66	29.0	—	—	3.1	—																	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not running data (—) signify "not ascertained." Land-Grant Railroads are in "Italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.				Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.		Dividends.	Price of shares.
					Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonds and Mortgage Debt.	Other Liabilities.	Gross.				Net.			
																				No.		
30 Nov. '62	55.0				6	4	74	MAINE.	1,050,000			151,833	444,638	205,584	757,351	63.5	76,344	79,761	43,461			
30 Jun. '63	149.9		25.0		41	17	349	Androscooggin	7,684,089			2,494,900	3,471,560	1,985,870	7,962,330	149.0	878,873	1,116,113	177,873		45	
31 Dec. '63	63.0	9.5	8.0		12	11	120	Portland and Kennebec	3,000,000			1,000,000	2,000,000		3,000,000	109.5	274,410	530,316	97,709			
31 May, '65	99.7	9.5			13	15	253	Maine Central	4,212,201			1,447,060	2,733,800	1,059,700	4,301,457	109.2	171,568	489,592	219,302			
31 May, '65	51.3				12	4	119	Portland, Baco and Portsmouth	1,491,207			100,000	1,600,000		1,600,000	51.3	161,056	450,222	236,767	6	102	
30 Sep. '64	279.6	7.2			221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,902	9,420,530	1,022,969	39,683,113	298.8	3,493,376	5,577,692	5,307,183	10	117	
30 Sep. '64	30.0							Washington Branch	1,650,000			1,650,000			2,217,477	39.0		884,481	268,462	10	127	
31 Dec. '65	128.0	4.0	25.0		92	54	3,723	Northern Central	9,622,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	44	
30 Nov. '65					18	16	60	MASSACHUSETTS.	12,510,917	412,896		11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579		12		
30 Nov. '65	28.8	1.8	16.8		26	41	554	Boston and Hartford & Erie	2,465,434	183,345	521,732	1,830,000		75,297	3,170,511	70.9	480,176	699,992	176,288	8	116	
30 Nov. '65	74.3	8.8	50.4		38	80	744	Boston and Lowell	3,982,547	446,557	581,266	4,076,974			5,010,730	164.3	775,454	1,575,826	498,499	10	132	
30 Nov. '65	47.0	7.0	45.0		30	52	330	Boston and Maine	3,182,600	207,400	567,081	3,360,000		15,000	3,917,065	61.8	441,186	1,190,784	384,644	10	139	
30 Nov. '65	44.6	24.0	62.0		36	65	386	Boston and Providence	4,062,584	437,416	1,259,810	4,500,000			401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	144
30 Nov. '65	46.0	1.1	2.7		7	17	58	Boston and Worcester	907,750	123,865	61,983	721,928			11,050	1,093,690	47.1	86,510	202,097	65,027	84	60
30 Nov. '65	50.0	3.4	11.9		14	25	205	Cape Cod Branch (par 60)	1,747,156	159,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	114	
30 Nov. '65	44.1	80.4	33.1		38	82	679	Connecticut River	4,462,999	506,090	467,611	3,518,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	110	
30 Nov. '65	51.0	42.6	76.1		29	38	472	Eastern	3,199,851	350,149	456,729	3,540,000			4,006,729	23.5	477,106	1,107,444	347,247	7	119	
30 Nov. '65	14.0		2.3		3	4	40	Fitchburg	234,774	40,226		247,800	2,000	20,492	270,012	14.0	37,740	82,974	16,060	6		
30 Nov. '65	12.4		2.3		2	4	20	Fitchburg and Worcester	332,883	30,275	7,027	200,000	75,000	3,558	370,135	(Oper. by Boston & Lowell)				6		
30 Nov. '65	14.5	17.4			11	18	219	Lowell and Lawrence	558,919	96,084	114,623	600,000		25,800	718,226	41.6	215,731	441,304	90,966	8	145	
30 Nov. '65	20.1	1.2	1.2		4	19	70	Nashua and Lowell	453,682	46,018	184,000	600,000	184,000		684,000	36.7	72,492	289,107	71,332	9	101	
30 Nov. '65	130.5	10.5	30.5		33	74	631	New Bedford and Taunton	6,066,571	334,603		4,848,300	2,141,000	358,060	7,347,300	141.0	669,552	1,332,307	609,790	7	88	
30 Nov. '65	18.6		7.0		1	3		Old Colony and Newport	432,430	11,247		450,000			450,000	18.6	50,880	114,107	31,164	6	60	
30 Nov. '65	43.4	1.0	17.5		17	20	573	Pittsfield and North Adams	1,463,596	302,798	121,286	1,750,000		127,680	1,877,680	44.4	293,180	701,147	149,989	8	124	
30 Nov. '65	16.9		1.7		3	4	197	Providence and Worcester	380,284	83,729	7,168	243,305	226,900	600	471,171	(Oper. by B. & L. Co.)		17,500		1	110	
30 Nov. '65	11.1	0.6	1.2		3	12	76	Salem and Lowell	210,273	39,727	35,995	250,000			285,995	11.7	60,279	243,676	62,826	8	106	
30 Nov. '65	—							Taunton Branch				923,942	979,308		(Current to the C. & N. Y. R. Co.)							
30 Nov. '65	99.3	8.0	8.5		11	16	180	Troy and Greenfield	2,250,986	207,343	117,892	2,860,000	551,550		3,584,321	77.3	158,121	435,956	140,648	34	67	
30 Nov. '65	166.1	17.3	144.4		85	72	1,380	Vermont and Massachusetts	10,037,212	880,115	6,233,176	6,710,800	5,945,020		17,190,503	156.1	1,690,062	3,932,017	1,406,791	10	142	
30 Nov. '65	48.7	10.6			11	14	229	Western (incl. Alb. & W. S. etc.)	1,028,000	116,000	124,385	1,141,000		13,196	1,265,385	45.7	250,869	474,382	178,965	101	120	
30 Nov. '65	—							Worcester & Nashua (par 85)														
31 Mar. '67	93.5		5.0		14	10	232	NEW HAMPSHIRE.	2,850,000		431,345	1,800,000	1,060,000	30,974	3,281,345	93.5		467,714	147,122		80	
30 Nov. '65	53.6	8.0			21	25	271	Boston, Concord and Montreal	2,688,907		247,281	2,088,925	678,200		2,936,186	76.6	422,417	601,817	109,887	24		
31 Mar. '68	34.5				21	22	494	Cheshire	1,000,000		171,775	1,500,000			1,671,775	121.4	527,354	867,957	151,683	8	67	
31 Mar. '68	20.9		2.8		2			Concord (par 50)	825,000	175,000	62,327	1,000,000			1,052,327				101,242	8	116	
31 Mar. '68	29.3				2	4	80	Manchester & Lawrence	698,258			698,258	568,000									
31 Mar. '67	99.2	13.0	12.5		24	15	492	Merrimack and Conn. Rivers	3,068,400		605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8	110	
31 Dec. '66	64.2	11.0	8.1		74	95	171	Northern New Hampshire	3,455,709		996,647	2,245,000	346,140	3,587,757	77.5		556,742	128,939				
31 Dec. '66	61.2	42.4	74.9					Belvidere Delaware	10,099,001		4,381,251	7,987,412	10,073,137		18,060,549	124.2		6,007,662	1,444,705	15	126	
31 Dec. '66	60.3							Camden and Amboy	1,331,434		1,001,993	1,034,776	107,432	2,244,201	60.2			393,975	129,869		9	
31 Dec. '66	74.0	12.0	74.0		65	52	1,071	Camden and Atlantic	7,708,080	1,064,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,288	10	121	
31 Dec. '66	63.0				24	43	274	Central of New Jersey	6,973,921	2,181,111	208,699	3,500,000	5,516,950	124,822	9,625,429	63.0		1,020,078	204,869	7	70	
31 Dec. '66	31.8				35	98	180	Morris and Essex	3,890,328	827,065	1,580,141	5,000,000	865,000		6,512,449	33.8	638,632	1,770,862	789,015	10	140	
31 Dec. '66	50.3				2	6	17	New Jersey	481,803			158,800	290,000	74,740	487,803	24.0	106,871	222,769	25,951			
31 Dec. '66	65.0	16.0						Northern New Jersey	4,068,592			2,530,700	1,562,800	920,447	4,983,947	81.0		335,651	108,000		65	
31 Dec. '66	18.2							Raritan and Delaware Bay	2,000,000		59,050	1,547,650	611,400		2,659,050	18.2		451,297	154,045	7	91	
31 Dec. '66	38.5							Warren	1,219,504		484,219	731,050	1,010,500		1,741,550	54.0		265,420	69,712	29		
30 Sep. '65	82.0		4.5	58.0	9	12	153	W. St. Jersey	3,188,056	198,809		1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064			
30 Sep. '65	142.0	13.0			28	32	411	Albany & Susquehanna	3,369,088			960,000	2,380,000									

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies a running date (----) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.			Road in progress or projected.	Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			Dividends.	Price of shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.		Engines.	Passenger Cars.	Freight, etc.		Property and Assets.			Liabilities.				Balance Total, all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
									Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.				Net.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	---
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---
Berkshire (guaranteed)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	---
Camden & Atlantic (preferred)	620,800	7	20	---
Catawissa (preferred)	1,150,000	7	30	---
Chemung (guaranteed)	380,000	---	---	---
Cuyahoga & Susquehanna (guarant.)	343,500	---	---	---
Chesapeake (preferred)	2,017,925	7	62	---
Chicago & Alton (preferred)	2,426,400	7	122	---
Chicago & Northwestern (pref.)	12,994,720	7	71	---
Coechecho (preferred)	177,750	8	---	---
Ut. & Passumpsic Rivers, (pref.)	1,973,300	10	78	---
Cumberland Valley (1st preferred)	241,900	8	8	---
" (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,600,000	---	---	---
Debaque & Blount City (preferred)	1,988,171	7	84	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	---
Elmira & Williamsport (preferred)	600,000	7	42	---
Erie (preferred)	8,636,910	7	78	---
Hannibal & St. Joseph (preferred)	6,253,856	7	---	---
Harrisburg & Lancaster (guar.)	1,182,100	7	---	---
Housatonic (preferred)	1,180,000	8	104	---
Indianapolis & Madison (pref.)	407,900	8	---	---
Kennebec & Portland (preferred)	372,000	6	---	---
Lackawanna & Bloomsburg (pref.)	500,000	7	---	---
Marietta & Cincinnati (1st pref.)	6,556,135	7	3	21
" (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	140	---
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	87	---
" (2d pref.)	841,400	7	78	---
Milwaukee & St. Paul (preferred)	7,370,900	7	---	---
New Haven & Northampton (guar.)	1,010,000	---	---	---
New York & Harlem (preferred)	1,000,000	8	111	---
Niagara Br. & Canandaigua (guar.)	600,000	---	---	---
Patterson & Hudson (guaranteed)	600,000	---	---	---
Patterson & Ramapo (guaranteed)	245,000	---	---	---
Peoria & Bureau Valley (guar.)	1,200,000	---	---	---
Philadelphia & Reading (pref.)	1,651,800	7	---	---
Philadelphia & Trenton (guar.)	1,000,000	---	---	---
Pittsfield & North Adams (guar.)	450,000	6	94	---
Port, Sag. & Portsmouth (guar.)	1,600,000	6	6	---
Rustland & Burlington (preferred)	382,700	8	---	---
" (preferred)	608,176	6	---	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	7	81
Toledo, Wabash & Western (pref.)	1,000,000	7	72	---
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	---
" (2d pref.)	908,428	7	---	---
Troy & Greenbush (guaranteed)	274,400	6	6	48
Vermont & Canada, (guaranteed)	1,600,000	8	102	---
Warren (guaranteed)	1,408,300	7	---	---
White Mountains (guaranteed)	200,000	6	5	---
Wrightav. Y. & Gettysburg (guar.)	517,060	2	2	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,667,343	6 J. & J.	1886	91	---
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870	---	---
" " sterling	4,375,000	5	1890	---	---
Preferred bonds	1,700,000	6	18	30	---
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	86	---
Delaware & Hudson:					
Mortgage	641,000	6 M. & S.	1870	110	---
Delaware & Raritan:					
See Camden & Amb. R.R.					
Erie and Penn.:					
Bonds	673,700	7 J. & J.	1865	---	---
Interest Certificates	161,960	6	1868	---	---
Lehigh Navigation:					
1st Mortgage	414,158	6 Qtrly.	1870	---	---
Six per cent. Loan	5,434,361	6	1884	89	---
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863	---	---
2d Mortgage	57,000	6	1866	---	---
Morris:					
1st Mortgage	465,500	6 A. & O.	1876	90	---
2d Mortgage	302,750	6	---	90	---
Boat Loan	232,807	6	---	89	---
North Branch:					
1st Mortgage	500,000	6 M. & N.	1876	80	---
Schuylkill Navigation:					
1st Mortgage	1,764,550	6 M. & S.	1872	91	---
2d Mortgage	3,980,070	6 J. & J.	1882	74	---
Improvement	1,601,070	6 M. & N.	1876	70	---
Susquehanna & Tide Water:					
Maryland Sterling Loan	818,000	6 J. & J.	1865	---	---
Md. stg. loan converted	200,376	5	1865	---	---
Mortgage bonds	963,000	6	1878	65	---
Preferred Interest b'ds.	227,569	6	1878	21	---
Union, (Pa.)					
1st Mortgage	3,000,000	6 M. & N.	1883	22	---
West Branch & Susquehanna:					
1st Mortgage, s'k' fund	480,000	6 J. & J.	1878	83	---
Wyoming Valley:					
1st Mortgage	600,000	6 J. & J.	1878	85	---

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,243,563	p.c.	95
Chesapeake and Ohio	100	8,224,595	—	—
Delaware Division	100	1,633,350	—	59
Delaware and Hudson	100	10,000,000	10	162
Delaware and Raritan	100	2,298,400	10	—
Erie of Pennsylvania.	50	64,000	—	—
Illinois and Michigan	—	—	—	—
Lehigh Navigation	50	6,968,146	10	45
Monongahela Navigation	50	726,800	3	—
Morris, (consolidated)	100	1,025,000	10	55
" (preferred)	100	1,175,000	10	118
North Branch	100	—	—	—
Sault Ste Marie	100	—	—	—
Schuylkill Navigation (consolid.)	50	1,908,207	—	20
" (preferred)	50	2,888,988	—	31
Susquehanna and Tide Water	50	2,048,200	—	17
Union	—	—	—	24
Union (preferred).	50	2,787,000	—	4
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley.	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.			
IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.			
Pig, Scotch, No. 1 (cash)	per ton	42	@ 45
Pig, American, No. 1		42	@ 44
Bar, Refined, English		85	@ 90
Bar, Swedes, assorted sizes (in gold)		92 50	@ 105
STEEL PRICES.			
Bar, Swedes, assorted sizes		155	@
Bar, English & American, Refined		100	@ 105
Bar, English & American, common		90	@ 95
Scroll, English		132 50	@ 180
Ovals and Half round		127 50	@ 137 50
Band, English		132 50	@
Horse Shoe		127 50	@
Rods, English		105	@ 165
Hoof, English		137 50	@ 192 50
Nail Rod	per lb.	9	@ 10
Sheet, Russian	per lb.	194	@ 20
Sheet, English, Single, Double and Treble		51	@ 8
Rails, English (gold)	per ton	52 50	@ 63
Rails, American		79	@ 82 50
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2 1/2 cents per lb. and 10 per cent. ad. val.			
English, Cast (1st & 2d qty.)	per lb.	18	@ 23
English Spring (1st & 2d qty.)		104	@ 124
English Blister (1st & 2d qty.)		114	@ 20
English Machinery		134	@ 16
German		14	@ 16
American, Blister		114	@ 17
American, Cast, Hammered		19	@
American, Cast, Rolled			@
American Spring		12	@ 15
American Machinery			@ 14
COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.			
Sheathing, New (suite)	per lb.	33	@
Sheathing, Yellow			@ 25
Pig, Chile			@
Boils			@ 35
Braziers		33	@ 36
American Ingot (cash)		25	@ 26
LEAD—Duty: Pig, \$2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.			
Galena	per 100 lb.		@
Spanish		6 50	@ 6 62
German Refined		6 50	@ 6 62
English		6 50	@ 6 87
Bar	per lb.	10	@
Pipe and Sheet		10 25	@
TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.			
Banca	(gold) per lb.		@ 24
Straits	(gold)	24	@
English	(gold)		@ 23
Gold. Currency.			
Plates, I.C. Charcoal-p. box	9	@ 9 50	12 75 @ 15 50
Plates, I. C. Coke	7 50	@ 8 50	10 50 @ 12 50
Plates, Coke Terne	7	@	12 50 @ 9 50
Plates, Charcoal Terne	8 75	@ 9 25	12 50 @ 12 75
NAILS—Duty: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash).			
Cut, 4d. @ 60d. (cash)	per 100 lb.	5 62	@ 5 75
Clinch (cash)		7 25	@ 7 40
Copper			@ 42
Ausable Horse, Norway Iron, Forged			@
Zinc Nails (6 moa.)		18	@
PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon.			
Crude, 40 @ 47 gravity		13	@ 14
Refined, free L. S. to White		41	@ 42
Ref'd. in bond, prime L. S. to White			@ 22
Ref'd. in bond, Standard White		24	@ 24
Naptha, Refined (60 @ 63 gravity)			@ 24

New York Stock Exchange.

Actual Sale Prices for the week ending July 31.

Th 25 F 26 Sat. 27. M 29. Tu 30 W 31

Atlantic M. S. S. Co.	111 1/2	111 1/2	111 1/2	111 1/2
At. & Gt. W. (O) 1st m't.				
Buffalo, N. Y. & E., 1M.				
California 7s		124		
Can. Co.	49 1/2	52 1/2	53 1/2	51 1/2
Central Am. Transit				
Chicago & Alton	115			
" " pref.		118		122
" " 1 M.	102 1/2	102 1/2	102 1/2	
" " S. F.				
" " Inc. b'ds				
Chicago, Burl. & Q.	150	149 1/2		
" " 8 p.c.				
Ohio, & Northwest'n	47 1/2	49	50 1/2	50 1/2
" " pref.	73 1/2	73 1/2	73 1/2	71 1/2
" " 1st M.				88
" " 2d M.				
" " S. F.				
" " Consol.	84			
Chicago & Rock Isl.	103 1/2	104	103 1/2	102
" " 1st M. 70				
Clev., Col. and Cin.	90 1/2	91 1/2	92 1/2	94 1/2
Clev. and Pittsburg	90 1/2	91 1/2	92 1/2	94 1/2
" " 2 M.				
" " 3 M.				
" " 4 M.				
Clev. and Toledo	122 1/2	124 1/2	126	125 1/2
" " S. F. 7 p.c.				
Cumberland Canal, pref	38 1/2	38 1/2	39 1/2	38 1/2
Del. & Hudson Canal				162
Del., Lack. & West.	126		126	
" " 1M. S. p.c. 71-5				
" " 2M. S. p.c. 81				
Erie	74 1/2	75	76 1/2	76
" " pref.	77 1/2		76 1/2	77 1/2
" " 1 M. 7 p.c. '67				
" " 2 M. 7 p.c. '79				
" " 3 M. 7 p.c. '83		102		102
" " 4 M. 7 p.c. '80				
" " 5 M. 7 p.c. '88				
Hudson River	120	119 1/2	121	122
" " scrip				
" " 1M. 7 p.c. '69				
" " 2M. S. F.	103 1/2			
" " 3M. 7 p.c. '75				
" " conv. bonds				
Illinois Central	119 1/2	119	119	118 1/2
" " Can. b'ds.				
" " bonds		113 1/2		
Marietta & Cin. 1st pref.		22		22
" " 2d				
" " 1st mort.	84 1/2			
Mariposa Mining Co.	10	10		
Michigan Central	112 1/2	112 1/2		111 1/2
" " S. F. S. p.c. '82				
" " conv. S. p.c. '69				
M. S. and N. I.	84 1/2	85 1/2	82 1/2	81 1/2
" " guard				
" " 1M. S. F.				99
" " 2 M.				91
Mil. and P. du Chien				
" " 1st pref.				
" " 2d pref.				
" " 1st M.				
Milw. and St. Paul	53 1/2	54 1/2	54 1/2	51 1/2
" " pref.	68 1/2	67 1/2	66 1/2	65 1/2
" " 1st mort.	86	86		
" " 2d mort.				
Miss. & Mo.				
" " L. G. bonds				
Missouri 6s	104 1/2	104 1/2	104 1/2	103 1/2
" " iss. to H. & St. J. R.			79 1/2	
" " Pacific				104
New York Central	110 1/2	110	109 1/2	108 1/2
" " Real Estate				
" " 7s. S. F. '76				
" " 7s. conv. '76				
" " 6s. S. F. '83	96			
" " 6s. S. F. '87				93
N. York & Harlem	115	115		
" " " pref."				
" " 1M. 7 p.c. '73				
" " 2M. 7 p.c. '64				
" " 3M. 7 p.c. '67				
North Carolina 6s				
" " ex-coupon	59 1/2	59 1/2	58 1/2	58
" " new	59 1/2		58 1/2	57 1/2
Ohio & Miss. cer.	27 1/2	27 1/2	28 1/2	28 1/2
" " pref.				29
Pacific Mail S. S. Co.	143	147	146	144 1/2
Panama			257	
Phila. and Reading	108 1/2	108 1/2	108 1/2	107 1/2
Pitts. Ft. W. & Chicago	106 1/2	106 1/2	106 1/2	107 1/2
" " 1M.		103 1/2		
" " 2M.				
" " 3M.				86 1/2
Quicksilver Mining Co.	35	34 1/2	34 1/2	34 1/2
St. L., Alton & T. H.	53 1/2	60		
" " pref.	84			
" " 1M.				
" " 2M. pref.				
" " Inc. b'ds				70 1/2
Tennessee 6s. 1890				
" " ex-coupon	63 1/2	67 1/2		67 1/2
" " new	67 1/2	67	66 1/2	65 1/2
Tol. Wab. & Western	53	53	53	51 1/2
" " Prof.	73	72 1/2		72
" " 1M. ex.				90
" " 2M.	80 1/2		80 1/2	
" " Int. b'ds				
Virginia 6s				

Boston Stock Exchange.

Actual Sale Prices for the week ending July 31.

Th. 25. F. 26. Sat. 27. M. 28. Tu. 29. W. 31.

Boston and Lowell

Boston and Lowell	.....	.....	.....	.....	.....
Boston and Maine	132	132	132	139	.....
Boston and Providence	.....	.....	.....	.....	.....
Boston and Worcester	144	144	.....	.....	.....
Cheshire, pref.	.....	.....	62	.....	.....
Concord	67	.....	.....	.....	.....
Connecticut River	.....	.....	114	.....	.....
Eastern, Mass.	110	110	110	110	.....
Eastern, N. H.	.....	.....	.....	.....	.....
Fitchburg	.....	118	.....	.....	119
Manchester & Lowell	.....	.....	.....	.....	.....
Michigan Central	.....	.....	.....	.....	.....
Northern, N. H.	.....	110	.....	.....	.....
Old Colony & Newport	91	91	90	90	89
Ph. W. & Baltimore	54	54	54	54	54
Port'd, Saco & Ports.	.....	100	.....	.....	102
Vermont & Canada	.....	97	.....	97	.....
Vermont & Mass.	.....	56	.....	.....	57
Western	137	140	141	141	142
Broadway (Horse)	.....	.....	.....	.....	.....
Cambridge	.....	89	.....	.....	.....
Metropolitan	.....	56	.....	.....	.....
Middlesex	41	.....	42	.....	.....
Central Mining Co.	.....	25	24	26	26
Copper Falls	22	.....	17	19	18
Franklin	17	.....	.....	.....	.....
Huron	.....	.....	.....	.....	.....
Ile Royale	.....	.....	.....	.....	.....
National	.....	.....	.....	.....	.....
Minnesota	.....	.....	.....	.....	.....
Pewabic	.....	12	13	.....	.....
Pittsburg	.....	.....	34	.....	.....
Quincy	.....	.....	21	22	.....
Rockland	64	.....	.....	.....	.....

London Stock Exchange.

The following were the closing prices for American Securities on the 5th and 12th of July.

—Closing Prices.—

	Closing Price.	July 5.	July 12.
United States, 5-20s, 6 per cent 1882.	72½ @ 72½	73½ @ 73½	
Do. do. 6 do. 1884.	69 @ 70	69 @ 71	
Do. do. 6 do. 1885.	70½ @ 70½	71½ @ 72	
Do. do. 6 do. 1868.	87 @ 90	87 @ 90½	
Do. 5 per cent, 1874.	68 @ 70	69 @ 71	
Virginia State, 5 per cent	45 @ 50	45 @ 50½	
Do. 6 per cent	32 @ 36	33 @ 36½	
Atl. & Gt. Western, N. Y. sec, 1st mort., 1880, 7 per cent	48 @ 52	48 @ 52	
Do. do., 2d mort, 1881	48 @ 52	48 @ 52	
Do. Penn., 1st mort., 1877	48 @ 52	48 @ 52	
Do. do., 2d mort., 1882.	48 @ 52	48 @ 52	
Do., consolid. mort. bonds, 1890	24½ @ 26½	23 @ 24	
Erie shares, \$100 (all paid) 8 p. c.	44 @ 44½	45½ @ 45½	
Do., convertible bonds, 6 p. c.	66 @ 68	67 @ 69	
Do., 3d mort., 1883, 7 p. c.	69 @ 71	62 @ 68	
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92	
Do., 7 p. c., 1875	75 @ 80	75 @ 80	
Do., \$100 shares (all paid).	79 @ 79½	80½ @ 81	
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	55 @ 67	
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72	
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70	
New York Central \$100 shares	60 @ 65	60 @ 65	
Panama R. R. 2d mort., 1872, 7 p. c.	101 @ 103	101 @ 103	
Penn. R.R. bonds, 2d mort. con. 6 p. c.	89 @ 91	89 @ 91	
Do. \$50 shares	35 @ 40	25 @ 40	
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	79 @ 80	79 @ 80	
Do. with option to be paid in Phil.	79 @ 80	79 @ 80	

Saturday, August 3, 1867.

Stock Exchange and Money Market.

were the cause of some uneasiness, during the week ; but confidence has again been fully restored, and an easy market is now fairly assured for some time to come. Government has been making disbursements to the public creditors, in excess of its current revenues, and has consequently reduced its cash reserve, especially in the local office. It announces through the Sub-Treasury here that the Department is prepared to liquidate or fund promptly all maturing claims. The discount market continues quiet, from the scarcity of prime short-date commercial paper, which alone meets with favor, chiefly among private lenders, at 6@6½ per cent. per annum, as the ruling figures in all new negotiations. The city banks, in their last weekly returns showed an increase of \$1,172,934 in deposits, \$1,164,539 in legal tender reserve, \$1,663,575 in loans, and \$21,911, in circulation, with a reduction of \$2,459,606 in the specie reserve, as compared with the previous weekly averages. The specie reserve of the banks is now \$8,738,094, against \$9,701,540 same time last year. The city bank deposits are now \$200,608,886, against \$214,582,926 week ending July 28, 1866. The legal tender reserve amounts to \$74,605,840, against \$84,705,814 same time last year. The circulation now stands at \$33,596,859, against \$27,244,981 same time last year. The loans are now \$251,248,830, against \$256,612,071 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$80,182,871 a day, against a daily average of \$81,971,825 the preceding week, and \$86,893,264 the week ending with July 13. The current week's exchanges average \$85,931,195 a day.

National Bank notes to the amount of \$76,250 were issued last week, making the total issue to 1,671 banks thus far, \$303,328,876, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$4,522,462, leaving, with the existing 1,650 banks, (having an aggregate capital of \$422,913,861,) an actual circulation at this date, of \$298,706,414. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$340,631,500; and for the public deposits, \$38,797,950—making a total of \$379,429,450. The Treasury Department last week redeemed and destroyed \$263,494 of worn and mutilated fractional currency, and issued \$314,376 of new.

The U. S. Sub-Treasury receipts, week ending with July 27, were \$21,689,378, including \$2,576,-814 from customs duties; payments, \$21,804,904; balance at the close of the week, \$130,196,095, against \$130,311,621, at the close of the preceding week, showing a decrease of \$115,526. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$6,459,173 including \$258,496 from customs, and payments, \$6,780,467; on Tuesday, receipts, \$2,567,092 including \$568,000 from customs, payments, \$716,095. The balance at the close of business on Tuesday stood at \$131,725,-798, against \$132,227,990 a week previous.

The Philadelphia Bank movement the past week shows a decrease in loans, of \$36,091; a decrease of \$8,626 in specie; an increase in legal tenders of \$253,252; a decrease of \$380,-

Actual Sale Prices for the week ending July 30.

W. 24. Th. 25. F. 26. Sat. 27. M. 29. Tu. 30.

Baltimore City Co.	1875.	97½	97½	97½	97½	97½
"	"	1886.	---	---	---	98½
"	"	1870.	---	---	---	---
"	"	1890.	98½	---	98½	98½
Balt. and Ohio	---	115	116	---	117	---
"	b'ds.	'62	---	---	---	---
"	"	'67	---	---	---	---
"	"	'75	---	---	---	---
"	"	'80	---	---	---	---
"	"	'85	---	---	98	---
Northern Central	---	44	---	44	44	---
"	b'ds.	1886.	82	---	83	83½
"	"	1900.	---	---	---	---
City Passenger R. R.	---	---	---	---	---	19

769 in deposits; and a decrease of \$3,892 in circulation. The Bank Clearings show a decrease of \$11,840,585, and the balances, a decrease of \$343,107.

Government revenues have been comparatively liberal through the week. The excise promise well, also, for the current week, their average yield over a million a day thus far. The excises, last week, yielded about \$4,000,000, against \$3,230,376, the preceding week; customs at the port of New York \$2,576,314, and at the outports, about \$820,000 (in coin) more, making the grand total income for the week equal about \$8,922,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were \$265,853,195. The receipts thus far in the new fiscal year, which began on the 1st inst., have been about \$24,000,000.

The gold speculation was buoyant, during the forepart of the week, under the decidedly warlike rumors from Europe. Higher figures were reached than for some time past, and more extensive transactions reported. During the past few days, the advices from the old world have been of a more pacific tenor, and the financial accounts more encouraging. Hence, the speculative as well as the export demand has fallen off, and with more liberal offerings, partly it is said, from the Government hoard, the price has been depressed. The custom inquiry keeps up to about \$400,000 a day. The range of the price during the week, was 189½@140½, and the closing figures on Wednesday 189½. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been \$1,606,975. The customs demand for Gold last week, averaged \$429,385 a day; thus far, this week, it has been equal to \$400,750 a day, or equal to a weekly aggregate of \$2,404,500. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were \$17,926, and from California, none. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been \$68,721,811, against \$78,250,277 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been \$15,955,870, against \$22,605,203 same time last year, showing a decrease this year, of \$6,649,333. The exports of specie from this port, last week, were \$3,491,960. The total outflow of specie from the port, since Jan. 1, 1867, has been \$37,266,051, against \$51,294,597 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$969,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, \$38,671,329, against \$29,493,779 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to June 29, reached \$19,533,389, against \$20,961,963 same time last year, showing a decrease, in 1867, of \$1,429,581.

Foreign exchange has been in very moderate supply, and prime sterling bills have been in request at comparatively firm prices. Bankers' 60 day bills on London closed steadily on Wednesday at 110@110½, and on Paris to 5.11½@5.12½; sight bills on London to 110½@110½; and on

Paris to 5.11½@5.10. The offerings of produce bills have been less extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$2,848,536, making the total value of exports since Jan. 1, 1867, \$110,919,727, against \$119,467,423 same time in the preceding year.

Government securities have been less active, during most of the week. The home investment demand has been moderate. The foreign inquiry has been restricted by the variable advices from Europe. Speculative purchases have been checked by the more alluring indications of profit at the Stock Boards, on the railway and miscellaneous share list. Yet, the available supplies of the public funds have been quite moderate. And as money has continued remarkably easy up to the close of the month, prices have been very well maintained, closing rather buoyantly, on a reviving call from investment buyers. U. S. sixes of 1881 closed here on Wednesday at 110½@110½; U. S. Five-twenties of 1862, 111½@111½; U. S. Five-twenties of 1864 at 109½@109½; U. S. Five-twenties of 1865 at 109½@109½; U. S. Five-twenties of 1865, consolidated, 108½@108½; U. S. Five-twenties of 1867, 108½@108½; U. S. Ten-forties at 102½@102½, and U. S. Seven-thirties at 107½@107½. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ½@¾ of 1 per cent. on these figures:

August, 1864....119½	August, 1865....115½
October, 1864....118½	September, 1865....115½
December, 1864....117½	October, 1865....114½
May, 1865....116½	

Speculation in the railway and miscellaneous share list has been decidedly brisk, since our last, at higher and generally buoyant, though somewhat irregular prices. The unusually cheap monetary accommodation available to operators has helped to foster the speculative demand, especially for all the more substantial properties.

A fairly active market has been reported for produce and merchandise, since our last. In the line of breadstuffs buyers have the advantage. Provisions and petroleum have held their own well. Cotton has been decidedly firmer, and middling grades left off here on Wednesday buoyantly at 27½@29½, chiefly 28@28½ cents per lb. as extremes. The stock of cotton now here is estimated at about 68,500 bales. The receipts at the port this week, have averaged about 1,500 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 628,000 bales, against exports of 461,891 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,847,000 bales, against 1,996,801 bales same time last year; exports, 1,525,000 bales, against 1,494,307 bales same time last year; estimated stock at latest dates, 140,000 bales, against 288,200 bales same time last year. At the auction sale of Scranton coal on Wednesday, 75,000 tons were disposed of at easier prices, ranging from \$4@ \$4.60 per ton of 2,240 lbs., delivered at Elizabethport, N. J. Foreign merchandise, has been held rather more firmly, and has been in better request. The total imports of foreign dry goods, last week, were \$2,130,751, and the total amount marketed \$1,806,998. The value of foreign merchandise imported last week, was \$3,090,101—

making the grand total specie value of last week's imports of dry goods and merchandise, \$5,220,852, and since Jan. 1, 1867, \$146,399,732, against \$177,241,148 same time in the preceding fiscal year. The ocean freight market has been rather more active, but at easier rates, with 547 vessels of all classes in port. For Liverpool we quote flour at 1s. 9d. per bbl.; grain at 3½c. per bushel; cotton at ½@¾d. per lb.; and heavy goods at 12s. 6d.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 17.	July 24.	July 31.
Consols.....	94¾	94¼	94¾
U. S. 5-20's of 1862....	73	72¾	72½
U. S. 5-20's of 1865....	70¾	71	71
Erie.....	46¾	46¾	49
Ill. Central.....	76¾	76¾	77

The New York exports, exclusive of specie, for the week ending July 30, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	\$3,343,670	\$2,848,536
Prev. reported.....	116,123,753	108,071,191

Since January 1.....\$119,467,423 \$110,919,727

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods.....	\$2,869,310	\$2,130,751
Gen. merchandise.....	2,959,977	3,090,101

Total for the week.....	\$5,829,287	\$5,220,852
Previously reported....	171,411,861	141,178,880

Since January 1.....\$177,241,148 \$146,399,732

The balance in the Sub-Treasury on Wednesday was \$126,315,067.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Virginia 6s, new, 50½; Georgia 7s, 85; Ohio 6s, 1870, 100; N. Y. 7s, Bounty Loan, coupon, 105½; do., 6s, 1873, 100½; Brooklyn 6s, W. L., 93; Jersey City Water Loan, 93; Ohio and Mississippi 1st mort., 87; Morris and Essex 1st mort., 96½; do., 2d mort., 85; Great Western 2d mort., 74½; Chicago, Rock Island and Pacific 7s, 89½; Indianapolis and Cincinnati, 81; New Jersey Central, 121; New York and New Haven, 120; Wilkesbarre Coal, 40½; Spring Mt. Coal, 45; Central Coal, 49; Adams' Exp., 74½; Wells-Fargo, Exp., 67; Am. Exp., 75; U. S. Express, 78; Merchants Union Express, 80 per cent. paid, 15; Boston Water Power Co., 22½; Brunswick City Land, 5¾; Western Union Telegraph, 47½; Mariposa pref., 23; Continental Bank, 105; Central National Bank, 108; Bank of Commerce, 118; Ocean Bank, Ninth National Bank, 106; Phoenix Bank, 106; Park Bank, 142; Bank of North America, 106; Metropolitan Bank, 130; Bank of Commonwealth, 107; Importers' and Traders' Bank, 117½; Fourth National Bank, 108½; Am. Ex. Bank, 118; Bank of New York, 127; Shoe and Leather Bank, 109; American Flag, 1.15; Benton Gold, 0.20; Consol. Gregory Gold, 6.90; Corydon, 1.55; Columbian G. & S., 1.10; Davidson Copper, 2.05; Gunnell Gold, 3.10; Holman, 0.13; La Crosse Gold, 0.85; Liberty, 0.07; Midas Silver, 1.80; New York Gold, 1.25; New York and Eldorado, 2.40; Nye Gold, 0.07; Quartz Hill Gold, 2.10; Rocky Mt., 1.50; Rutland Marble, 7.00; Smith and Parmelee Gold, 5.00; Sensen-

derfer, 13.15; Walkill Lead, 0.60; New York and Allegheny Oil, 3.50; Central, 1.00; Buchanan Farm, 0.25; Bennehoff Run, 2.85; United States, 3.65.

Philadelphia.—West Jersey R. R. 6s, 86; Allegheny County coupon 5s, 73½; New Jersey 6s, 103½; Morris Canal Boat Loan, 90; Schuylkill Nav. Boat Loan, 76; 10th and 11th streets R. R., 63; 13th and 15th streets, 20¼; Lehigh Valley scrip, 35; Pennsylvania 6s, 1st series, 101¼; do., 2d series, 102¼; do., 3d series, 102¾; Maple Shade Oil, 1¼; Ocean, 3½; Oil Creek, 0.31; Egbert, ¼; McElheny, ⅞; McClintock, ¾; New York and Middle Coal, 3¾; Fulton Coal, 5; Big Mt., 4¼; Keystone Zinc, 1¼; Exchange Bank, 71; Mechanics' Bank, 32; Manuf. Bank, 32; Commercial Bank, 57. The latest quotations are: City 6s, 96@96; do., free of tax, 99¾@100; State 5s, reg., 1870, 97@97½; do., coupon, 97@97; do., 6s, W. L., 103½@103½; Reading, 53¾@53¾; do., 6s, 1870, 96½@98; do., bonds, 90@91; Camden and Amboy, 126@127; do., 6s, 1889, 96¼@96½; do., 1883, 91@93; Penn. R. R., 53¼@53½; do., 1st mort., 98@99; do., 2d mort., 96@96½; Little Schuylkill R. R., 30@31; Morris Canal, 55@55; do., pref., 113@114; do., bonds, 90@91; Wyoming Valley Canal, 45@50; do., 6s, 85@85; Susquehanna Canal, 17@17½; do., 6s, 64@66; Sch. Nav., 19½@21½; do., pref., 31@31½; do., 6s, 1882, 74¾@75½; Union Canal bonds, 21@22; Delaware Div. Canal, 58@59; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 40@43½; do., 7s, 1873, 91½@93; do., 5s, 62½@62¾; Lehigh Coal and Navigation, 45@45½; do., bonds, 1884, 88¾@89; North Pennsylvania, 35@36; do., 6s, 88½@88¾; Philadelphia and Erie, 28@28½; do., 6s, 94@94½; Minehill, 57@57½; Catawissa, 10@13; do., pref., 29¼@29½; Lehigh Valley, 58¾@58¾; do., bonds, 93½@94½; Fifth and Sixth streets, (horse), 40@49; Second and Third, 75@80; West Philadelphia, 71@72; Spruce and Pine, 29@30; Green and Coates, 30@31; Chestnut and Walnut, 45¼@45½; Thirteenth and Fifteenth, 20@20¾; Girard College, 25@29; Tenth and Eleventh, 62½@63½; Union, 36½@40; Hestonville, 14@14.

Boston.—Boston, Hartford and Erie, 12¾; do., 7s, 52½; Ogdensburg 1st mort., 100; Eastern R. R. 6s, 1874@1885, 96; Old Colony and Newport 6s, 1876, 94¾; Vermont Central 1st mort. 7s, consolidated, 65; Sandusky, Dayton and Cincinnati 6s, 1900, 75½; Vermont and Massachusetts 6s, 94¾; N. Y. and Boston Air Line 6s, 48; Stoughton Branch R. R., 95¼; Taunton Branch R. R., 106¾; Ogdensburg and Lake Champlain R. R., 62½; do., pref., 102; Indianapolis and Cincinnati, 40½; Boston and Worcester R. R. Rights, 4¼; Western R. R. Rights, 10ths, 14¼; Nashua and Lowell R. R. Rights, 25¼; Boston Water Power Co., 22¾; Cary Imp. Co., 8½; Waverly Land Co., 1¾; Ophir (N. S.) Gold, 1.70; Rhode Island 6s, 1880, 99; Massachusetts 5s, 1894, gold, 101; do., 6s, 1876, gold, 111½; Maine 6s, 1889, 99; Boston 6s, 101; St. Louis 6s, 1887, municipal, 79¼; Chicago 7s, 1892, W. L., 98¾; do., sewerage, 99; do., municipal, 98; do., River Imp., 98; Portland 6s, 1877, 95; Salem 10-50s, W. L., 98; do., 1877, 99; Lynn 6s, 1877, 98½; Albany 6s, 1892, 94; Augusta 6s, 1870, 94¼; Bath 6s, 1891, 93¾; Boston Gas Light, 770; State National Bank, 91¼; Elliot National Bank,

108¾; Merchants' National Bank, 110; Tremont National Bank, 119; Eagle National Bank, 115; Blackstone National Bank, 126½; Hide and Leather National Bank, 141¾; Traders National Bank, 101½; Maverick National Bank, 109¼; Old Boston National Bank, 64; Allouez Mining Co., 7½; Bay State, 3½; Boston, 50c; Canada, 10c; Concord, 1¼; Calumet, 15; Dana, 62½c; Hanover, 76c; Hancock, 7; Hecla, 20; Humboldt, 1; Native, 1¼; Phoenix, 4; South Side, 50c; St. Clair, 3¾.

Baltimore.—Maryland 6s, 1870, 100¾; N. W. Va. 2d mort., 90; do., 3d mort., 88; Marietta and Cincinnati 1st mort., 83½; Central Ohio R. R., 25; do., 1st mort., 85; Virginia 6s, reg., old, 41½; do., 1866, 38½; do., 1867, 36; Balt. and Cuba S. M. Co., 35; Mechanics' Bank, 9¾; Union Bank, 59; National Exchange Bank, 97½. The latest quotations are: Balt. and Ohio, 117@117½; do., 6s, 1875, 95½@95½; do., 1880, 95½@96; do., 1885, 98@98; Northern Central, 44½@44½; do., bonds, 1885, 83¾@84; N. W. Va., 15@18; do., 1st mort., 1873, 92@93½; do., 2d mort., 90@90½; do., 3d mort., 88@89; do., unguaranteed, 18@18; Marietta and Cincinnati 7s, 1891, 83¼@83¼; Central Ohio, 25@26¾; do., 1st mort., 84@85; Western Md. 6s, 70@72; do., 6s, guar., 92@96; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@102; do., 1890, 100@102½; Baltimore 6s, 1870, 98@98½; do., 1873, 98@98; do., 1875, 97½@97¾; do., 1886, 97½@97½; do., 1890, 98¾@99; do., coupon, 100@100; do., Park, 97@97¼; do., 1892, 94@98; do., 5s, 1838, -70, 81@82; City Passenger R. R., 18¾@20; Canton Co., 50@—; Gardner, 0.45@0.70; Am. Gas Coal, 0.10@0.25; Maryland Anthracite Coal, 3¼@6½; George's Creek, 62½@64; Santa Clara, 3@5; Balt. Chrome, 0.20@0.25; Bare Hill, 0.25@0.25; Atlantic Coal, 0.65@0.73; Mineral Hill, 0.20@0.20; Baltimore Coal, 150@155.

The Moseley Iron Bridge and Roof Co.

We invite the attention of our readers to the advertisement of this company, which appears in our present issue.

General Mosely, the engineer and manager in this company, after many years of study and of practical experience in the art of bridge building, has at last attained a combination of strength with lightness of material in his Wrought Iron Arch Girder Bridge, which, it is claimed, no other form of structure can rival. This bridge has been before the public but a few months, yet as an evidence of its appreciation, we are informed that the company already have under contract some twenty-five of these bridges, including Two Turntable Bridges for the Newark and New York Railroad; their orders extend from Maine to Texas. We were shown a model of this bridge at their office, weighing 20 lbs., which had been tested with a burden of nearly 4,000 lbs., and which Mr. M. assured us would as readily sustain 6,000 or 8,000 lbs. The company also manufacture iron houses for depots, machine shops, &c. One of the latter, we note, has just been completed for the Houston and Texas Central Railroad, of which the *Telegraph* says, "it is a massive structure, and will surpass any work of the kind in the State, and will be fully equal to any similar building in the Southern States."

A specimen of their iron buildings may be seen

at the foot of Warren street, Jersey City, near the Canal; this building was erected last Spring for Messrs. J. R. Thompson & Co., and is 180 by 80 feet, 18 feet posts.

Their Corrugated Iron covers some of our finest pier sheds on the North River.

Dorchester and Delaware Railroad.

This road, the construction of which has been undertaken by the Philadelphia, Wilmington and Baltimore Railroad Company is about 90 miles in length, extending from Seaford, Del., to Cambridge, Md. We learn that the contract has already been taken by Mr. Geo. A. Parker, of Philadelphia. He proposes to build the road, including sidings, water tanks, wells, turn-table, three station houses, one at Cambridge, one at New Market, and the other at Federalsburg, and complete the whole by the 1st of next June, for \$300,000, which is about \$11,000 per mile; \$250,000 to be paid in money, and the remainder in bonds of the company at par.

New Railroad Chair.

L. M. Woodcock, of Auburn, N. Y., has just patented a railroad chair, which is constructed upon a different principle from others, by being double or a main chair, with an auxiliary chair, wedging in the former, holding the rails with a vice like grasp, preventing their spreading and worming up, and obviating that disagreeable clanking noise made by passing over uneven rails.

If this chair will accomplish all that is claimed for it, we can see nothing to prevent a speed of 40 or 50 miles an hour with safety.

Union (Md.) Railroad.

The contract for the construction of this road has been awarded to John Clark, of Holmesburg, Philadelphia Co., Penn., for \$40,000 per mile, including bridges, iron and track complete. Work was commenced on the 29th ult., at two or three points, the ordinance of the mayor and city council endorsing the bonds requiring the work to be put under contract and commenced on or before the 1st of August.

☞ The Western Maryland Railroad Company has put the grading of the road from Union Bridge to Mechanicstown under contract. There are workmen employed on the various sections between the points above mentioned, and Captain Gitt, civil engineer, is engaged in making a survey of the route west of Mechanicstown. The track will be laid during the present year to Mechanicstown.

☞ The *Frederick (Md.) Examiner* says that the Frederick and Pennsylvania Line Railroad enterprise has not fallen through; that another effort will be made soon to increase the subscription to its stock, which at present reaches twenty odd thousand dollars.

☞ The contractors of the St. Paul and Chicago Railway have been notified to commence the work on that part of the line between St. Paul and Winona. It is to be completed in one year.

☞ It is stated that the contract for the extension of the Utica and Black River Railroad from Lyon's Falls to Lowville, in Lewis Co., N. Y., has been let, the work to be completed by August 1, 1888.

Railroad Earnings.--Weekly.

The earnings of the Michigan Central Railroad for the 3d week in July, 1867, were... \$62,251 58
Corresponding week of previous year... 67,806 39

Decrease \$5,554 81
The earnings of the Chicago and Rock Island Railroad for the 3d week in July, 1867, were..... \$73,000 00
Corresponding week of previous year... 77,309 00

Decrease..... \$4,309 00
The earnings of the Detroit and Milwaukee Railroad for the week ending July 25th, 1867, were \$30,520 00
Corresponding week of 1866..... 27,995 00

Increase..... \$2,525 00
The earnings of the Western Union Railroad for the 3d week in July, 1867. \$12,682 70
Corresponding week previous year.... 20,984 46

Decrease \$8,301 76
The earnings of the Marietta and Cincinnati Railroad the 3d week in July, 1867... \$24,210 00
Corresponding week previous year.... 22,577 00

Increase \$1,633 00
The earnings of the Virginia and Tennessee Railroad for the third week of July, were \$16,712, an increase of \$5,268 on the same week last year. Total for the fiscal year commencing 1st of July, \$45,837, an increase of \$11,504 on same time in 1866.

What Negligence of Plaintiff Precludes a Recovery.

In the case of *Short vs. Knapp*, lately decided by the Court of Common Pleas of this city, the rule that one injured by the negligence of another must himself be free from negligence is discussed, and its application determined in reference to injuries sustained by insufficient guard on a ferry boat. Though the defendants in this case are not a railroad company, the principles adduced are equally applicable to common carriers of every kind.

The facts in this case will appear from the opinion of the Court which was written by

BRADY, J.—The plaintiffs' horses with carriages attached, were led by one of the plaintiffs, who was acting as the driver of the team, on board of the defendants' ferry boat, at the foot of Twenty-third street and the East River. There was no light upon the ferry gate or upon the boat. It was about half past five in the morning, and very dark. The deck of the boat was slippery, although the driver who led the horses as stated did not notice that fact when he so led them on board. There were some persons in the coach, one of whom called to the driver, who went to the door of the coach to see what he wanted. While talking to him the whistle of the boat blew, and the horses started. The driver told them to stop and they did so—they were not frightened. The whistle blew again and the boat moving caused the horses to start again. The driver hurried to them to stop them, and did all that he could do, but could not stop them because the deck was slippery, when they started they turned round and went overboard, and one of them was drowned. There was a chain at the end of the boat, which sagged at the centre, and was not more than twelve inches high at that point, which was not sufficiently elevated to stop the horses,

but did stop the carriage. The driver at the time the horses started, was talking to his passengers, having one foot on the step of the carriage and one foot inside, and was apparently guilty of negligence in thus leaving his horses; but he testified that in consequence of the movement made by the horses, and the slippery condition of the deck of the ferry boat, it would have been impossible for him to have stopped the horses, whether he had been at their head or on his box; a fact to which others accustomed to manage horses also testified to and corroborated his evidence on that subject. Several witnesses also testified in reference to the chain, its arrangement sagging in the centre, and its insufficiency for the purpose for which it was intended. The evidence given in behalf of the defendant, made a conflict upon the various elements of the plaintiffs' case; as to the elevation of the chain, the ability of a person to stop the horses if standing at their head, the position of the driver when the horses started, and the condition of the deck. Under the circumstances disclosed, the plaintiffs' right to recover depended on the absence of any negligence on their part which contributed to the injury sustained. The jury were so instructed. If the driver had been upon his box or standing at the head of his horses there could be no doubt about the right of the plaintiffs to recover, inasmuch as the horses were shown to be gentle and reliable, obedient to command, and not inclined to run away, and there was proof establishing the facts that the guards used by the defendants on the boat were not sufficient for the purpose intended that there was no place to tie the horses and no proof that any person was employed on board of the boat, who was charged with care or custody of these or any other horses. Assuming this conclusion to be correct in principle, it follows that if the driver on his box or at the head of his horses could not have arrested them, his absence from both places designated was not *per se* evidence of negligence contributing to the injury suffered. The facts and circumstances were considered and passed upon, and if the jury thought the plaintiffs guilty of negligence, they could not recover. For these reasons the justice did not err in refusing to dismiss the complaint. It does not follow because the plaintiffs may have been guilty of negligence that they cannot recover. The negligence must in some degree contribute to the injury, and unless it does, it cannot affect the right of indemnity. (*Haley vs. Earle*, 50 N.Y., 208.) Although the liability of a common carrier of animals is not in all respects the same as that of a carrier of inanimate property, and although he is not an insurer against injuries arising from the nature and propensities of animals, yet if diligence and care can prevent them he is bound to the exercise of such diligence and care. (*Clark vs. The Rochester and Syracuse R. R. Co.*, 14 N.Y., [4 Kern.] 570.) It is the duty of ferry companies to have all suitable and requisite accommodations for the entering upon the safe transportation while on board, and the departure from the boat of all horses and vehicles passing over such ferry. They are also required "to be provided with all proper and suitable guards and barriers on the boat for security of the property thus carried, and to prevent damage from such casualties as it would naturally be exposed to

though there was ordinary care on the part of the traveller." (Per Dewey, J., in *White vs. The Win-nissimmet Co.*, 7 Cush., 157.) Accepting this statement of the duties devolving upon ferry companies as a concise and ample exposition of them in reference to the subject under consideration, and more particularly since the case from which it is extracted was cited by the defendants' counsel, it is established by the verdict of the jury that the defendants' boat had not suitable guards and barriers to prevent damages from such casualties as the plaintiffs' property would naturally be exposed to. It is true that the plaintiff did not recover in the case just referred to, but it was for the reason that he had contributed to his injuries by his own negligence. The opposite finding on conflicting evidence sustains the judgment in this case, the jury having been instructed by the justice not only in relation to the plaintiff's negligence, but also that the defendants were not liable unless the damages sustained by the plaintiffs were occasioned by the defendants' negligence; upon an examination of the case in reference to the propriety of the verdict we cannot say that was not just. It appears clearly that the plaintiffs' horses were frightened by the act of the defendants' servant who blew the whistle, and that defendants were therefore, in fact, the original impelling cause of the accident; whether the use of the whistle did not impose additional caution on behalf of the defendants, is a question upon which we are not called upon to express an opinion; but if such use of it is necessary in conducting the business of the ferry in the navigation of its boats, it would seem from the events which this case has proven, to call upon the defendants to employ ampler means for the security of passengers and animals than those adopted. We cannot interfere with this judgment. The evidence admitted under the defendants' objection bore directly upon the question of negligence, and was pertinent and proper, and the jury properly instructed upon the legal rules by which their deliberations were to be governed. The judgment should be affirmed.

DALY, F. J.—I agree with Judge Brady that this judgment should be affirmed. It was a question of fact, under the evidence, whether the driver did or did not enter and seat himself in the coach. Even if he had done so it is doubtful whether that act contributed to or co-operated in producing the accident, as several experienced witnesses testified that if he had been on the box or at the horses' head, it would have been impossible for him to have prevented it. The judge therefore, could not under this evidence instruct the jury that such an act constituted in law, an act which contributed to the injury.

Kent County Md. Railroad.

We learn that it is the intention of the directors to place this road under contract very soon, and that another instalment of the stock has been called for, payable on the 15th of August. The following route for the road has been adopted: Townsend to Massey's Cross roads—thence by Kennedyville to Duyer's—thence to Chestertown, and from thence to a point at Sparks' near Bel-leair, and they have appointed a committee who shall employ a competent engineer to examine the different points on the bay shore and report fully to the next meeting of the board.

English Railway Law.

In the matter of the San Francisco, Bahia and Pernambuco Railway Company, heard in banco in the Queen's Bench, London, the question raised was one of great importance as to the liabilities of companies in cases of forged transfers of shares, to replace the rightful owners upon their registers. The case, as reported in the London Railway News, arose in this way: There was a Prussian lady who had been employed in England some years as a governess, and at the time in question was engaged in that capacity in the family of the Earl of Antrim. In March, last year, she went abroad, and before going deposited certain securities, representing her whole property, with one Oldham, a broker in London, with authority to receive dividends thereon. These securities consisted chiefly of shares in the San Francisco, Bahia and Pernambuco Railway Company. No sooner had she gone abroad than Oldham sold her securities, including the shares in question, and forged transfers of them in her name. The forged transfers were of course presented to the company for registry, and they, in accordance with their usual practice, sent a letter to her, informing her of the supposed transfer; but as she had left the country, and had also left instructions to send letters to her broker, it is needless to say that she never got the letter, and she swore that she never had notice of the matter until September, when she was at Dresden. She at once returned to England, and communicated with the company, who, however, held her responsible for the fraud of her agent, and refused to reinstate her. In the meantime the shares had been resold. She then commenced an action against them; and they applied to this Court to settle the register under the 35th section of the Joint Stock Companies act of 1862, which enacts that if the name of any person shall without sufficient cause be entered or omitted on the register of any company, the person aggrieved, or the company, may by motion in one of the superior Courts apply for an order to settle the register, and the Court, if satisfied of the justice of the case, may order the register to be rectified. In support of the application, the company stated that they had sent the lady notice of the transfer, and she, on the other hand, denied that she had received it, and swore that the transfers were forgeries. There was a precisely similar case as regarded another company. After discussion, the Lord Chief Justice said the question ought to be decided as a special case which could be carried to a court of error. Upon the present application there could be no doubt that the lady was entitled to have her name replaced on the register as the real owner of the shares, leaving the question as between the company and the purchasers to be determined on another proceeding. All that they held was that the lady was entitled to have her name replaced upon the register as the real owner of these shares.

The Harrisonburg (Va.) Register says that there is no doubt of the speedy completion of the Manassas Gap Railroad to Harrisonburg. The iron necessary for the track has been procured, and money sufficient for the purpose is at the command of the directors. It is expected that it will be commenced at once, and pushed forward with energy.

New Orleans and Ohio Railroad.

A New Orleans journal says that a contract has been concluded by this company with experienced and highly respectable parties, of ample means, for the construction of a railroad from the town of Mayfield, Graves County, Ky., direct to Jackson, Tenn. The new association are to build the road from Mayfield to Jackson, equip and have the same running within two years from this date, and finish the New Orleans and Ohio Railroad to the river from the present depot; and in consideration of doing all as above stated, the new association are to have the right to run their trains over that part of the road from Paducah to Mayfield for twenty years. The distance from Paducah to Jackson is 105 miles. At Jackson the connection is made with the Central road of Mississippi, and passengers and freight will pass between New Orleans and Paducah without change of cars. It will be a direct route, and in connection with the contemplated railroad from Vincennes to Paducah this route will be the grand trunk line between the Northwestern and Western States and the city of New Orleans. It will be the shortest route to Chicago or Cincinnati and to the East.

Bridge over the Ohio at Louisville.

The Louisville Democrat says that the contractors have about forty men employed in getting ready for the heavy mason work on the abutments of the bridge. The beds of two of the piers have been excavated, one or two derricks put up and a railroad track for the handling of rock has been laid. A steamboat load of derricks and machinery of all kinds has been brought round from Johnsonville, on the Tennessee, where the present contractors have been building a bridge. We understand that the work is to be pushed forward energetically towards completion. The track from the Nashville road is being laid down to the river, for the purpose of bringing the stone for the abutments, piers, &c. It is already quarried and awaiting shipment, at a point on the Lebanon branch of the Louisville and Nashville railroad.

Monongahela Valley Railroad.

A meeting of the friends of this proposed road was held in Pittsburg on the 27th ult. A resolution was adopted authorizing the appointment of a corps of engineers to survey the Saw Mill Valley route, and the work will be commenced immediately. A resolution was also adopted providing for the holding of a general meeting of the friends of the enterprise at Library, Allegheny county, on the 10th inst. The interest manifested in this enterprise by persons residing along the line of the proposed routes is most encouraging, and those who are taking a lead in the matter express themselves as confident of bringing the movement to a successful conclusion.

The report of a survey a railroad between Nashville and Knoxville has just been published in detail. The projected line is 190 miles long, and runs on a natural route along the Western slope of the Cumberland Mountains. The estimate of the total cost of construction is \$6,240,844, which is \$32,744 per mile. The deepest grade is 90 feet.

Trains have commenced running regularly over the Lehigh and Susquehanna Railroad between Mauch Chunk and Providence.

Railways in Buenos Ayers.

A survey by the government engineers has just been concluded of the route of a railway from Cordoba to Salta, a distance of seven hundred miles. It is for the same company (English) which has one hundred and thirty miles of a railway from Rosario toward Cordoba. The report represents the proposed line as nearly level, requiring no heavy work of any kind. It penetrates deposits of pure salt in exhaustless quantities, and affords an outlet for copper mines that rival in richness those of Lake Superior. It is the intention of this company to extend their road as rapidly as possible. They have the most liberal concessions from government, including free admission of all materials, freedom from taxes, and a strip of six miles in width of land the whole route. William Wheelwright, Esq., the originator of this great railroad enterprise, a native of Newburyport, Massachusetts, has just been appointed United States consul at Rosario.

Iowa Central Railroad.

The Vinton (Iowa) Eagle says that work is being pushed with great energy on the lower division of this road, running from Oskaloosa to the State line, 61 miles. It is all under contract and all being worked; 25 miles of the grading now being completed, and the whole 61 miles will be finished by September 1st. The engineer corps has completed the survey in Poweshiek county, and are now making estimates of the different lines run, and as soon as these are completed the road will be located through Benton county, thus completing the location of the whole line from Cedar Falls to the State line, 151 miles. Near one-third of the line is now graded, and the remainder will be put under contract as fast as money can be furnished. About 100 miles will be completed by fall, leaving the balance to be completed the coming year. The grading through Black Hawk will receive the finishing touches after harvest.

Kansas Pacific Railroad.

The Atchison Champion says that the long-vexed question of the central branch of the Union Pacific road is at last settled, at least so far as the first hundred miles is concerned, and settled, too, as it ought to be. The road will follow the original line selected by the chief of engineers four years ago, and will cross the Big Blue river at Ewing, thence follow a nearly due west course up the valley of Game Fork to the summit, between the Big Blue and Republican rivers, to the hundred mile post, which falls within a beautiful section of land granted to the road by act of Congress.

The Indianapolis Journal says that Col. S. C. Wilson has succeeded in letting the contract for the completion of the Indianapolis, Crawfordsville and Danville Railroad to the latter city in Illinois. The contract is let to wealthy and responsible railroad men of the East, and a survey of the route will be made in a few weeks, and work will commence in August or September.

It is proposed to construct a railroad from Natchez, Miss., to some point on the N. O. and Jackson Railroad. A convention is to be held at Natchez on the 20th inst. to determine the exact route. If built directly east, the distance would be about fifty miles.

Lake Ontario Shore Railroad.

The Board of Trade of Oswego some weeks ago appointed a committee to examine the subject of a Lake Shore Road between Oswego and Niagara river, and to report to the board the result of such investigation. As a connecting link in the communication between the great west and the cities of New York, Boston and Portland upon the Atlantic seaboard, this question has become one much importance. The project heretofore has encountered an objection in the lack of suitable railroad connection from Oswego eastward to tide-water. This is now removed. By a contract recently perfected between the Oswego and Syracuse, the Syracuse and Binghamton, and the New York and Erie roads, the former is to make its gauge, by a third rail, the same as the other two; and the New York and Erie is to transport through freight from Binghamton to New York on terms which have been satisfactorily arranged. The work under this contract is now in active progress. On the 15th July a report was presented by a committee of the board of trade, expressing confidence that the proposed line will form part of a route from Detroit to New York city, for both freight and travel, at least equal to any other, and so far as all Northern New York and New England are concerned, a route with which no other can successfully compete. The committee, therefore, recommend that a company should be organized at once for the prosecution of the work. No effort should be spared to promote better facilities for a communication between New York and the great west.—*Journal of Commerce.*

A Railway Novelty.

A Russian engineer exhibits at the Paris Exposition a railway invention which attracts considerable curiosity. The object is to save the power gained in a descent, now lost in the friction of the brakes, with wear and tear, and use it in an ascent. To do this the engineer has attached to the locomotive two very heavy fly wheels. Going down hill they act as a brake, and the force they gather will carry the train up an equal rise, less the friction. Here a model train loaded with water runs down a sharp incline, the water runs off, and the force of the fly-wheel carries the train back to the place of starting. In this way a short railway, taking coal down an incline, from the pit-mouth for example, could be worked without any power but that gained by each descent of the train.

Interest and Dividends.

The New York Central R. R. Co. have declared a semi-annual dividend of three per cent., payable, free from tax, on the 20th inst., at the Albany City Bank, and at the office of Duncan, Sherman & Co., N. Y.

The Northern Central Railway Co. have declared a quarterly dividend of two per cent., clear of National and State taxes, payable on the 22d inst., at Philadelphia and Baltimore.

The Morris Canal and Banking Co., has declared a dividend of five per cent. on its preferred stock, payable in Philadelphia and Jersey City, on the 6th inst.

The survey of the Cedar Rapids and Burlington Railroad is nearly completed from the latter city to Wapello, in Louisa County. The *Hawk Eye* states that the route will be at once located and the contract let.

The railroad bridge of the Nashville and Northwestern Railroad Co., at Johnsonville, across the Tennessee River, is finished, and only five miles of the track laying is now required to complete the road.

New York and Flushing Railroad.

This road having recently passed into the hands of Mr. Oliver Charlick, it is said that several much-needed improvements are about to be made. Much of the rolling stock has already been renewed, and several of the locomotives are to be replaced by machines of greater power and speed; the entire track, from Hunter's Point to the terminus of the road at Flushing, is to be relaid, and the trestle work along the route to be rebuilt. Beside the present trestle work, 1,000 feet additional are to be constructed. Included in the purchase is about 1,200 feet of water front on Newtown Creek, about 500 feet of water front on the East River, and about thirty acres of the Calvary Cemetery property.

It is stated that a number of gentlemen representing the wealth and influence of Westchester County, having obtained a charter from the last Legislature of this State, are about to construct a railroad from Harlem River to Byram River at Portchester. Preparations of an active character are now being made to carry out the plan. A route has already been surveyed, and it is expected that operations will be commenced on the road at an early day.

The force along the line of the Port Huron and Lake Michigan Railroad is being largely increased, and the grading is to be pushed forward with the greatest despatch possible, and it is now the design to have the cars run to Lapeer and probably to Flint before January next. Mr. John Palmer, the chief engineer, has charge of the work.

CIVIL AND MINING ENGINEERING at the **RENSSELAER POLYTECHNIC INSTITUTE**, Troy, N. Y. Instruction very thorough. Graduates obtain most desirable positions. Reopens Sept. 11th. For the **ANNUAL REGISTER**, containing full information, apply to 7131 Prof. CHARLES DROWNE, Director, Troy, N. Y.

NEW YORK, July 25, 1867.
STOCKHOLDERS IN THE ERIE RAILWAY COMPANY who favor such a change in the administration as may secure to the owners of the property some regular income out of its very large present and prospective earnings, are requested to send their proxies to any one of the undersigned.

WORK, DAVIS & BARTON,
D. P. MORGAN,
AUGUSTUS SCHELL.

31td
THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE,
ALBANY, July 25, 1867.

TWENTY-EIGHTH SEMI-ANNUAL DIVIDEND.
—The Directors of this Company have declared a semi-annual dividend of three per cent. on the capital stock thereof, free of the United States income tax, payable on the 20th day of August next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City National Bank.

The transfer-books will be closed at the close of business on Wednesday, the 31st day of July inst., and be reopened on the morning of Friday, the 23d day of August next.
4131 E. D. WORCESTER, Treasurer.

FOR SALE.

3 PASSENGER CARS—4 84 or 4-10 Gauge—Rebuilt at Buffalo—first-class finish—Patent Trucks—will seat 66 @ 58 Passengers.

To be had separately or together at a Bargain.

KASSON & CO.,

62 Broadway,
New York.

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PAINTS for Cars, Bridges, Roofs and Houses, at ONE-THIRD the cost of lead; 100 lbs. will paint as much as 250 lbs. of lead, and wear better. Extract from a testimonial received from the U. S. Mint, "have used the PECORA CO.'S BROWN PAINT where it is subject to the fumes of ACID and STEAM, and find it SUPERIOR to all others in protecting wood and metal." For joints it is superior to red lead. The floors and joints of bridges should all be painted with it as they are laid.

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Are prepared to Execute Orders for the **MOSELEY WROUGHT IRON ARCH GIRDER BRIDGE**, which is the most perfect combination of **Strength and Lightness of Material** and for **Simplicity, Durability and Cheapness** is unequalled by any bridge in use and is applicable for **RAILROAD** as well as **HIGHWAY** uses of any desired span.

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C. V. MEAD,

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CAR SPRINGS, &c.,**

ORDERS PROMPTLY FILLED.

Springs warranted to contain a larger per centage of Pure Rubber than any in the market.

GIVE THEM A TRIAL.

Send for one or more sets of any size, if not satisfied as to price or quality, return at our expense.

P. O. Address, **TRENTON, N. J.**

MEAD & MANNING,

June 8th, 1867.

**PLASTIC SLATE ROOFING
JOINT STOCK COMPANY.**

OFFICE 157 (Room 19) BROADWAY,
NEW YORK.

W. C. POTTER, Vice Pres't. **LICENSES GRANTED.**
J. M. ALLEN, Sec. and Treas.

PLASTIC SLATE

FOR

Roofing & Other Purposes.

The process of reconstructing Slate Stone from a disintegrated state was

PATENTED FEBRUARY 21st, 1865.

It is a combination of

Pulverized Slate and Viscous Matter,

(the latter possessing qualities of geological and chemical affinity for the former,) and is a development of one of the simple but unalterable tendencies of nature.

As a Roofing Material it Stands Unrivalled.

A mastic—it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive, and undecaying.

Frost does not Crack nor Heat Dissolve it.

The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little, if any wear, from exposure, and

Perfectly Fire-Proof,

It is unequalled as a coating for Railroad and Farm Buildings, Fences, Bridges, bottoms of Vessels, Vaults, etc.

MEAD RUBBER COMPANY,

12 Vesey Street, New York.

MANUFACTURERS OF

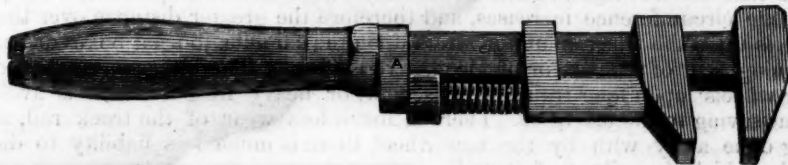
INDIA RUBBER CAR SPRINGS AND STEAM PACKING.

Our Works being now under the management of a competent Superintendent, we are prepared to offer Springs of various qualities and prices to suit. Our A No. 1 Spring made of fine Para Rubber, and the Compound used by the Patentee, the late Fowler M. Ray, will be found to be cheaper than others made, from inferior stock and offered at lower prices.

Sample sets forwarded on application. All Springs fully warranted.

COLLINS & CO.'S NEW PATENT SCREW WRENCH.

THE STRONGEST AND MOST DURABLE WRENCH IN MARKET.



All Consumers have noticed that their wrenches first fail by reason of the forcing back of the handle, and by the springing of the bar. Our improvement remedies both these defects, the bars being finished wider than any other wrench in market, and the handle cannot be displaced, as all strain on it is prevented by the screw thimble, D, (see cut.) Already adopted as the best by the principal railroads and machine shops, and for sale by Hardware dealers generally. Address

COLLINS & CO., 212 Water Street, New York.

Star Metal Company,

SOLE MANUFACTURERS
OF THE

"STAR METAL"
Railway Journal Bearing.
OFFICE.

55 Liberty Street,
NEW YORK.
FOUNDRIES,

Plymouth St., Brooklyn,
21 South Canal St., Chicago,
Point St. Charles, Montreal.

FOR SALE 3 LOCOMOTIVES, 4-8-12 GAUGE,

All thoroughly REBUILT by one of the best makers in the country, and ready for immediate use.

1—Cylinders 14x22, Link Motion, 4-56 in. Drivers connected, Copper Flues, Weight about 24 tons; 8 wheeled Tender, 1800 gallons.

This Engine has always worked admirably; Steamers freely with dry or green wood, works and wears perfectly smooth; Well sprung and braced all around. Proportions every way suited to power. A good and stylish model, all in excellent order.

2—Cylinders 15x20, Link Motion, 4-56 in. Drivers connected, Copper Flues, weight about 23 tons, 8 wheeled tender, 1800 gallons.

Is a smart smooth working Engine, suitable for any work; has a good record throughout.

3—Cylinders 15x20 Hook Motion, 4-56 in. Drivers connected, Copper Flues, weight about 24 tons; Tender, 8 wheeled.

Every way perfectly sound, well braced and sprung up. All in the working condition.

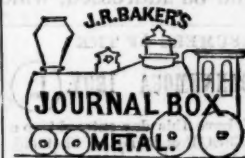
These Engines will be sold VERY CHEAP to close a transaction, and are GREAT BARGAINS to any company wanting this sized Engine.

KASSON & CO.,
62 Broadway, New York

JAMES CLAYTON'S Patent Steam Pump and Steam Engine Combined. These Pumps contain every desirable quality in a Steam Pump, they are made of the best materials and in the best manner, and are the most reliable and cheapest Steam Pumps in the market and are especially suitable for railroad stations, &c. Please send for Circular.

JAMES CLAYTON,
3m26 103 Front Street, Brooklyn, N. Y.

NEW JERSEY NATIONAL METAL CO.,



Sole Manufacturers of

J. R. BAKER'S

JOURNAL BOX &
LINING METALS.

For all kinds of Machinery, Journal Boxes where the use of Anti-Friction Metal for Bearings is desired.

Important to Railroad Companies, Steamboat and Steamship Proprietors, Engineers, Mill-Men, Machinists and all persons putting up new works.

The merits of this National Metal has achieved for it such success that during the past year the proprietors have enlarged their facilities for its manufacture. They are now able to supply all demands, and would commend it to the attention of the public with confidence, that one trial will convince the most skeptical of its worth.

Prices set at a low figure.
No. 1 Journal Box, cast in shape, 30, 35 and 40 cts. per pound.

Lining Metals—No. 1, 30 cents per pound. No. 2, 25 cts.; No. 3, 20 cts.

New Jersey National Metal Works,

J. R. BAKER & CO.,

179 Pavonia Avenue, Jersey City, N. J.

J. TAYLOR, Superintendent.

C. B. CROSSMANN,

40 Cortlandt street, N. Y., SUPPLY HOUSE

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
NEW YORK, JUNE 21, 1867.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government tax, be paid on the 1st of August next to the holders of the full paid shares registered on the 20th of July inst., and that the transfer books be closed on the said 20th day of July, and opened on the 5th day of August.

6125 THOMAS E. WALKER, Treasurer.

RICHARD B. OSBORNE, CIVIL ENGINEER,

No. 219 South 4th St., Philadelphia,

Where Plans and Estimates of Work will be promptly attended to.

Barometrical reconnaissance for Railway lines, Location and Construction of Railroads, and all duties required on Public Works in any State of the Union performed with fidelity.

THE UNION PACIFIC RAILROAD CO.

Are now constructing a Railroad from
OMAHA, NEBRASKA,
westward towards the Pacific Ocean, making with its connections an unbroken line

ACROSS THE CONTINENT.

The Company now offer a limited amount of their

FIRST MORTGAGE BONDS

having thirty years to run, and bearing annual interest payable on the first day of January and July, in the City of New York, at the rate of

SIX PER CENT. IN GOLD,

AT
Ninety Cents on the Dollar.

This road was completed from Omaha 205 miles west on the 1st of January, 1867, and is fully equipped, and trains are regularly running over it. The Company has now on hand sufficient iron, ties, etc., to finish the remaining portion to the eastern base of the Rocky Mountains, 219 miles, which is under contract to be done September 1st of this year, and it is expected that the entire road will be in running order from Omaha to its western connection with the Central Pacific, now being rapidly built eastward from Sacramento, Cal., during 1870.

Means of the Company.

Estimating the distance to be built by the Union Pacific to be 1,555 miles, the United States Government issues it Six per cent. Thirty-year Bonds to the Company as the road is finished at the average rate of about \$38,250 per mile amounting to \$44,208,000.

The Company is also permitted to issue its own First Mortgage Bonds to an equal amount, and at the same time, which by SPECIAL ACT OF CONGRESS ARE MADE A FIRST MORTGAGE ON THE ENTIRE LINE, the bonds of the United States being subordinate to them.

The Government makes a donation of 12,800 acres of land to the mile, amounting to 20,032,000 acres, estimated to be worth \$30,000,000, making the total resources, exclusive of the capital, \$118,416,000; but the full value of the lands cannot now be realized.

The authorized Capital Stock of the Company is one hundred million dollars, of which five millions have already been paid in, and of which it is not supposed that more than twenty-five millions at most will be required.

The cost of the road is estimated by competent engineers to be about one hundred million dollars, exclusive of equipment.

Prospects for Business.

The railroad connection between Omaha and the East is now complete, and the earnings of the Union Pacific on the sections already finished for the month of May were \$261,752. These sectional earnings as the road progresses will much more than pay the interest on the Company's bonds, and the through business over the only line of railroad between the Atlantic and Pacific must be immense.

Value and Security of the Bonds.

The Company respectfully submit, that the above statement of facts fully demonstrates the security of their Bonds, and as additional proof they would suggest that the Bonds now offered are less than ten million dollars on 517 miles of road, on which over twenty million dollars have already been expended;—on 339 miles of this road the cars are now running, and the remaining 177 miles are nearly completed.

At the present rate of premium on gold these bonds pay an annual interest on the present cost of

Nine Per Cent.,

and it is believed that on the completion of the road, like the Government Bonds, they will go above par. The Company intend to sell but a limited amount at the present low rate and retain the right to advance the price at their option.

Subscriptions will be received in New York by the CONTINENTAL NATIONAL BANK, No. 7 Nassau St., CLARK, DODGE & CO., BANKERS, No. 71 Wall St., JOHN J. CISCO & SON, BANKERS, No. 23 Wall St., and by BANKS AND BANKERS generally throughout the United States, of whom maps and descriptive pamphlets may be obtained. They will also be sent by mail from the Company's Office, No. 20 Nassau Street, New York, on application. Subscribers will select their own Agents in whom they have confidence, who alone will be responsible to them for the safe delivery of the bonds.

JOHN J. CISCO, Treasurer,
NEW YORK.

THE ELNATHAN SAMPSON

NEW AND IMPROVED

RAILROAD CAR WHEEL.

PATENTED, MAY 7, 1867.

This Car Wheel contains a lateral and conical Tread combined with the guiding flang, and being so constructed as to move the truck and cars over and past any curve in the Railway track with as much ease and freedom as though the entire Road were constructed upon an air line. The cone tread will take the track rail, against which the wheel seems to be pressed, while passing any curve, and the diameter increasing, of course the circumference increases, and therefore the greater distance over the outer rail will be gained without any sliding of the wheels upon the track or undue strain upon the car axle, journal boxes or bearings, truck frame, car wheels, or other parts of the running gear of the cars or of locomotive engine. The hitherto great amount of friction caused by the use of the usual or old car wheels upon long trains of passenger, or heavy freight trains is avoided or prevented, of course there will therefore be a great saving in the use of oil. There is much less wear of the track rail, and the lateral thrusts of cars against the track rails being done away with by the new wheel, there is much less liability to displacement of the rails, or of the loosening of the spike by which the rails are fastened.

This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

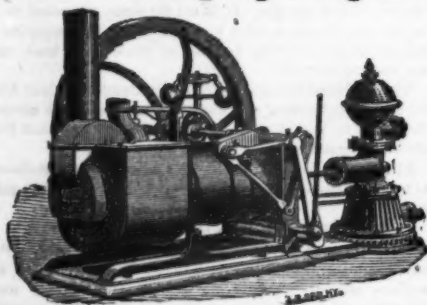
Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

ERICSSON

Caloric Pumping Engines.



FOR economy, durability, and efficiency unequalled. Have been in use on the Erie, Central, Hudson River, Harlem and other roads for eight years. Recommended by all Superintendents in the highest terms.

JAMES A. ROBINSON,
164 Duane St., cor. Hudson, New York.

JOHN WILEY & SON,

No. 535 Broadway, New York.

IMPORTERS AND PUBLISHERS OF
**SCIENTIFIC WORKS, including Works on
SHIP BUILDING, BRIDGES,
LOCOMOTIVES, MACHINERY, &c.**
ENGLISH, FRENCH AND GERMAN BOOKS,
and PERIODICALS Imported to Order.
ORDERS FORWARDED WEEKLY BY STEAMERS.
*A new Scientific Catalogue ready and forwarded
gratis.

SHIP FELT, CARPET FELT, BOILER FELT.

THE very superior Felt, manufactured by the Lowell Felting Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery and all other Felts. Apply to the branch office of the Company.

EDW. F. DAVISON, 129 Pearl St.

NOTICE TO THE CONSUMERS OF THE

GENUINE SWEDISH DANNEMORA IRON. (L)

I beg to announce that I have this day entered into a Contract with Messrs. W. JESSOP & SONS, of Sheffield, for the whole Annual Make of the above Iron, which, in future, will be stamped

(L) LEUFSTA W. JESSOP & SONS.

And to which I request the special attention of the Trade. Leufsta, in Sweden, 29th April, 1867.

CARL EMANUEL DE GEER, Proprietor.
WM. JESSOP & SONS, in referring to the above notice, beg to inform dealers in, and consumers of, Iron and Steel, that they are prepared to receive orders for this Iron, and for BLISTER and EXTRA CAST STEEL, made from the Iron, at their Establishments, Nos. 91 and 93 JOHN ST., NEW YORK, and Nos. 133 and 135 FEDERAL ST., BOSTON.

"Sprague's" Russia Iron, A SUBSTITUTE FOR Imported Russia Iron,

Made by a new process, and superior to any polished Iron ever manufactured in America.

Sheets, from 6 lbs. to 14 lbs.

PRICE 14 CENTS CURRENCY,
packed in cases of about 200 lbs. each.

Address

JOHN S. DICKERSON & CO.,
Importers and Dealers in Tin Plates and Metals generally.
COR. CLIFF AND FULTON STREETS,
NEW YORK.

M. T. DAVIDSON & CO.,

Manufacturers and Dealers in
Engineers' and Machinists' Tools and Supplies.

Principal Agents for the sale of the Fox Lathes, Chucks, Slide Rests, finished Shafting, Pulleys and Hangers with self-oiling boxes, American Steam Gage Company's Steam and Vacuum Gages, Clocks, Revolution Counters, etc., Richard's Indicators, Morse's Patent Twist Drills. A full assortment of the above constantly on hand at Manufacturers' rates.

3m25

84 John Street, New York.

THE HARDAWAY

BOLT, SPIKE & RIVET Manufacturing Co.

Manufacturers of every variety of

Railroad and Ship Spikes, BOLTS AND RIVETS.

This Company are exclusive owners of the **HARDAWAY PATENTS**, and the Bolts Spikes and Rivets made by their machines are pronounced **Superior** to those of any other manufacture.

Orders solicited and promptly executed at the lowest rates. **Samples and price-lists** sent to Railroad Companies, Manufacturers and Dealers, when desired.

FACTORY:

PATERSON, N. J.

All communications to be addressed to the Company's Office,

40 Broadway, New York.

NEW YORK AND TROY Steamboat Company,

FOR Albany and Troy, and all points north and east, **EVERY EVENING**, (Saturdays excepted,) at 6 o'clock, from Pier No. 44 North River, foot of Spring st. N. B.—This is the cheapest, pleasantest and most direct route for Saratoga and Lake George, and, via railroads and steamers for Whitehall, Rutland, Burlington, North Adams, Cambridge, St. Albans, Ogdensburg, Montreal, and all intermediate stations. Tickets sold, baggage checked, and state-rooms engaged at the principal hotels and offices on the wharf.